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AND
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BIRTHS.

On the 18th inst., at Santa Ana, Manila, the wife of WALTER A. FITTON (née CAMERON), of a daughter. Melbourne (Australia) papers please copy. [311]

At Bowington, on the 26th inst., the wife of A. G. GORDON, of a daughter. [298]

MARRIAGE.

On the 17th January, at Christ Church, Yokohama, by the Rev. E. Champneys Irwine, M.A., JOHN KENNEDY TRAFFORD, to MAUD MARY WATSON.

DEATHS.

At the Government Civil Hospital, on the 28th instant, Dr. OKOTINE, Staff Surgeon, H.R.I.M.S. *Imperator Nicolai I.* [320]

At Chinkiang, suddenly, on the 17th January, 1896, WILLIAM INNES, late Master I.C.S.N. Co.'s steamer *Kutwo*, aged 39 years.

At Shanghai, on the 18th January, 1896, THOMAS BROWNE, aged 33 years.

At No. 4, Chefoo Road, Shanghai, on the 19th of January, 1896, HENRY OLLERDEN, aged 70 years.

At the General Hospital, Shanghai, on the 22nd of January, 1896, HORATIO C. W. COURT, son of Major-General COURT, aged 3 years.

ARRIVALS OF MAILS.

The English mail of the 27th December arrived, per P. & O. steamer *Ravenna*, on the 25th January (29 days); the American mail of the 31st December arrived, per P. M. steamer

China, on the 27th January (27 days); and the Canadian mail of the 8th January arrived, per C. P. steamer *Empress of India*, on the 28th January (20 days).

EPITOME OF THE WEEK.

Reports are current of another intended rising at Canton.

The West Point Building Co., Limited, proposes to pay a dividend of 60 cents per share for last year.

The prospects of the opening of the West River are not now considered so favourable as they were a short time ago.

According to a telegram received from Luchow, says the *Shenpao*, the former Governor of Formosa, Liu Ming-chuen, died on the 11th January at his native home.

The annual meeting of the Hongkong Land Investment and Agency Co., Limited, was held on the 23rd January, when the report and accounts were adopted.

Her Majesty the Empress of Japan has been pleased to send, through Sir Ernest Satow, the British Minister at Tokyo, the sum of 1,000 yen towards the *Edgar* Relief Fund.

It may interest some of our readers to know that amongst other goods of foreign type manufactured at Canton and exported the well-known Rogers (Sheffield) penknives can now be added to the list.

On the invitation of the Hongkong General Chamber of Commerce Admiral Makaroff, of the Russian Navy, gave an address at the City Hall on the 23rd January on his device for minimising the effects of collisions at sea.

The Indo-China steamer *On Sang*, while entering Hongkong harbour on the evening of 20th January, struck the Dunmail Rock and sustained such serious damage that she had to be beached. She has since been docked.

The Banks at Singapore have reduced the rate of interest on current daily balances to one per cent. Other interest rates are as follows:—for twelve months 3½ per cent.; six months 3 per cent.; three months 2 per cent.

The annual report of the Kowloon Land and Building Co., Limited, for the past year shows that the balance of profit and loss account for the year amounted to \$5,212. The directors recommend that a dividend of 80 cents per share be paid.

The *N. C. Daily News* says:—It is stated on good authority that the Germans are to have a concession here on the south bank of the Soochow Creek, between the gasworks (Pei-sin-za) and Alpha Farm; while it is supposed that the Japanese concession is to be somewhere south of the French concession.

The annual report of the Hongkong Ice Co., Limited, for the past year shows that including \$1,969 brought forward from last year, and after deducting \$10,000 paid on the 27th July last as an interim dividend of \$2 per share, the balance at credit of profit and loss is \$39,724 which it is recommended should be appropriated as follows:—A final dividend of \$5 per share, \$25,000, to write off property account of \$10,000, and to carry forward \$1,724.

The court martial appointed to try the Japanese military officers who took part in the Seoul events of the 8th October has acquitted the defendants, on the ground that they acted under the direction of the Japanese Minister, Viscount Miura. The *Japan Mail* says the diplomatic disgrace of the latter is assured, as he acted in contravention of his instructions, but whether he can be charged with the crime of high treason remains to be shown.

At an extraordinary meeting of the Yokohama Engine and Iron Works, Limited, held on the 20th January, it was resolved to reduce the capital of the Company from \$130,000 divided into 1,300 shares of \$100 each, to \$65,000, divided into 1,300 shares of \$50 each, and that such reduction be effected by returning to the holders of the 1,300 paid-up shares that have been issued the sum of \$50 per share, and by reducing the nominal amount of each of the said shares from \$100 to \$50.

The Chungking correspondent of a Shanghai native paper states that the American Consul at Tientsin travelled overland to Szechuen to settle the case in connection with the Chengtu riots, and after several consultations with the Viceroy a conclusion was arrived at by which China should pay 30,000 taels as compensation for damages caused to the American missions. The American Consul left Szechuen on the 2nd January. Referring to the claims put forth by Great Britain no decision has been arrived at.

The half-yearly report of the Hongkong, Canton, and Macao Steamboat Co., Limited, shows that after paying running expenses, salaries, premia of insurance, and all other outgoings, there remains, including \$31,065 brought forward from last account, the sum of \$154,064 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year of 6½ per cent. on capital of \$104,000 be paid to shareholders, that \$45,000 be written off the value of steamers, and that the balance of \$5,064 be carried forward to new account.

No further information has yet been received concerning the reported cession of Lappa to Germany, and it is thought amongst the Portuguese community that the report is untrue. Mr. Romano, the Portuguese Consul, wired to the Governor of Macao asking him to telegraph should the information be correct. As no reply was received Mr. Romano is strongly inclined to believe that Lappa has not been ceded to the Germans. Another fact which supports this view is that new roads for a Customs station at Lappa are being built by the Chinese Government.

The success of the fire pumping stations at Canton on the riverside and creeks, with mains laid down over the city, has induced the people at Fatsan to adopt the same system, and they are now erecting similar pumping stations there and laying down the mains for carrying the water to all parts of that large and populous town. The system is being further extended at Canton, but so far it has not been introduced on the Honam side of the river, though doubtless it shortly will be, and now that its great utility has been proved it will probably be adopted at all large surrounding towns. The mains are partly imported and partly constructed locally. This is progress in the right direction.

THE DECLINE IN THE RATE OF INTEREST.

In a recent number of the *Spectator* appears an article replying to a letter by Mr. D. L. B. Schloss in the *Investor's Review* on the decline in the rate of interest and the hardship it brings to investors. Many residents in the Far East will feel a lively sympathy with the grievance exposed by Mr. SCHLOSS, for they are experiencing it in their own persons. Less than thirty years ago anyone in this part of the world might count upon receiving twelve per cent. on his money with perfect security. To-day the Banks will only give him four per cent., and there are rumours in the air of a further reduction. Rumours which have an air of probability seeing that the Banks all have more money on their hands than they know what to do with. The case of the home investors is stated as follows:—"The reduction in the interest on good securities, which has been going on for thirty years, has excessively harassed and injured them, has, in fact, deprived them of all the benefit yielded to other classes by the reductions of taxation, and of nearly all, if not quite all, the advantage to be derived from the general fall in prices. They save and save; and as they save, the value of their savings is taken away from them by an automatic process which they can neither prevent nor cure. In 1860, with a little management, an investor could obtain on the best security £500 a year for every £10,000 he possessed; while at the present, with the same securities, he is lucky if he can get £275; and, indeed, he cannot get it without running some risk. As the first object of saving in this country is to obtain income, either for the investor or for those whom he is bound to protect, the effect of the fall of interest has been to reduce the amount of thrift by one-half—a half which the unlucky investor cannot in any way make up." The cause assigned for the decline in the rate of interest is the paying off of the national debt, which raises the price of consols, and as the latter act as the basis for all borrowers who have perfect security to offer, all gilt-edged securities rise in sympathy with them. Mr. SCHLOSS suggests that for the benefit of investors the repayment of the national debt should be stopped. The *Spectator* says Mr. SCHLOSS is talking nonsense; and the *Spectator* is right. Our contemporary has a good deal of sympathy with the unfortunate investor, but has nothing more valuable than sympathy to offer; there is nothing to be done with national surpluses, it says, except to be honest and pay our debts with them, leaving investors to take care of themselves as best they can. "We entirely admit their grievance, which we have often pointed out for ourselves; but it cannot be remedied, or even partially relieved, at the expense of the nation." Nor is there any indication that the decline has nearly reached its limit. The national debt has already shrunk from £838,000,000 to £600,000,000, and if the existing system continues it will within twenty years be reduced to £400,000,000 and be within measurable distance of total extinction. The large amount of capital being continually liberated from the national debt has to seek reinvestment elsewhere and must necessarily go on depressing rates.

But the lot of the investor is perhaps not quite so unfortunate as Mr. SCHLOSS would represent it. For instance, the recent reduction in the rate of interest in the Far East has sent up the value of all good dividend paying stocks, so that the old

investor finds that while his income remains undiminished (for dividends are not likely to go down) his capital has been augmented. The late Lord BEACONSFIELD once referred to the chemical trade as a test of commercial prosperity, and Mr. GLADSTONE on a certain occasion recommended jam to the attention of his hearers. Following these great minds let us look at ice. Ten years ago a person investing \$1,000 in the stock of the Hongkong Ice Company, Limited, received a return of 860 per annum, while if he has kept his holding to the present time he has the satisfaction of receiving a return of more than \$150 and knowing that if he wishes to realise he can get \$2,200 for the \$1,000 invested ten years ago. We do not think the investor has much to complain of in that position. But, Mr. SCHLOSS would say, investment in ice shares is speculation and the professional man dare not "speculate lest his daughters should starve." There we come to a question of terms: where does investment end and speculation begin? That would be a difficult question to answer, but it was never more true than in the present day that money makes money, provided its use is regulated by common sense and discretion. Those for whom "the country" has been taxed for years in order "to make them richer while they are asleep" are in rather a bad way, but if they choose to wake up and take an active part in the direction of their capital there is abundant room for its remunerative employment. If they succumb to the allurements of speculations in gold mines and the like they will have to stand the risk, but there are plenty of sound investments to be had offering the prospect of increased dividends and an increase in capital value. No doubt there is an element of risk in all of them. Even consols themselves are not theoretically free from risk, as is shown by the fluctuations in their value caused by political disturbances; but practically speaking there are certain securities, with consols at their head, that are looked upon as absolute. On these the interest is likely to go on declining, and the investors who put their money in them will suffer proportionately, but for those who are willing to incur the risk of employing their capital in reproductive undertakings there was perhaps never a better field than at the present day; and wise legislation has already done much, and may still do much more, to protect the investor in joint stock undertakings from fraud and mismanagement on the part of the directorates.

THE TONKIN TRANSIT TRADE.

The Tonkin papers are at present devoting a good deal of attention to the transit trade of the country, the possibilities of its development, and the onerous charges and harassments imposed upon it. Whatever the wealth of the country may be in itself, says the *Indo-Chine Française*, Tonkin should be considered above all as an admirable trade route giving access by the valley of the Mekong, and especially by that of the Red River, to Yunnan, which is itself an open door to the rich province of Szechuen and the Thibetan region. According to the *Indépendance Tonkinoise*, the principal object of the establishment of French dominion in Tonkin was to open to French trade the rich provinces of South China. The *Indo-Chine* dwells on what it considers the vast possibilities of the route and the prosperity which is to come to Marseilles when the valuable products of Yunnan, Szechuen, Kweichow, and Kwangsi are brought down

the Red River and shipped direct to that port. The construction of railways to supplement the water carriage is urged, and the importance of promptitude in the matter, because France is threatened with being outflanked at Yunnanfu and forestalled at Chungking. The Chungking route via Laokai, Yunnanfu, and Suifu, can, it is contended, compete with the Yangtze route, and when it is exploited "it will be impossible for the rivals of France to exclude her from the markets of the south and west of China." It may be remarked that there has never been any idea of excluding her from those markets and all existing routes are as open to her as to any other nation. The idea of exclusion is exclusively French, the great aim and object of our Gallic neighbours being to shut out all trade but their own from the countries which fall under their administration. An exception, however, has been made in the case of the Red River route, on which the transit trade is to some extent encouraged for the time being. How long that policy will be continued it is impossible to say, nor do we think its original adoption was due to any liberal minded view. So much had been said of the importance of the Red River route that when the conquest of Tonkin was completed it was deemed desirable to show to the world that there really was some trade upon it, also that trade should be diverted from the West River route as far as possible. Just as France has used her protectorate over the Roman Catholic missions in China as a means of political aggrandisement, although as a nation she herself is not imbued with any religious enthusiasm, so with regard to the trade routes to South-western China, having no trade of her own, she is willing for the time being to encourage foreign trade in order to secure for herself a factitious commercial importance.

The declared policy of facilitating trade by the Red River route does not appear, however, to be very effectively carried out in practice. A short time ago the Hanoi Chamber of Commerce drew attention to the repeated and unnecessary examination of packages, damaging the contents and causing unnecessary delay. This complaint drew from the Customs authorities an official contradiction, but we now find the *Indépendance* supporting the complaint by facts and figures. The grievance arising from the opening of zinc cases containing matches and tobacco, whose contents consequently suffered from exposure to the atmosphere, has it appears been removed, but our contemporary says that is not all that is required, and goes on to deal with the question of charges, remarking that if these are heavy trade will desert the route. "Actually, if the information supplied to us is correct, the land route by Kwangsi is hardly more costly than that by way of Tonkin, though it is much longer." As a sample of the charges imposed our contemporary takes a consignment of a hundred packages of tobacco. The transit duty is 2 per cent., or \$14.55, but in addition it has to pay *plombage* duty at the rate of 19 cents per package, which gives \$18.20 (the discrepancy of 80 cents is not accounted for), and other smaller charges, including dock and godown fees, \$4 and statistics \$3.64, the total of miscellaneous charges amounting to \$28.26, or twice as much as the duty properly so called. When cases contain fragile articles the frequent handling to which they are subjected in the course of the observance of Customs formalities results in serious loss by breakage, lamps and

mirrors arriving at their destination in fragments. This, it is said, discredits the Red River route to the advantage of the land route (by which we understand our contemporary to mean the Pakhoi route), where those in charge of the goods have them constantly under their eyes and where the Customs charges, notwithstanding the squeezing propensities of Chinese officials, are less than in Tonkin. Our contemporary, after lamenting that Haiphong is not a free port, concludes by remarking that there is some talk of extending the *plombage* system, that is, marking the packages, to cotton yarn. This frank criticism of the administration of the Red River route, from a French source, is at least interesting. If the Chinese were to build a railway from Pakhoi to Nanningfu and establish an honest administration of the native customs service the Chinese route, there is every reason to believe, would command the bulk of the traffic.

THE CHINESE CHAMBER OF COMMERCE

I.

That the parties responsible for the procedure observed at the opening of the Chinese Chamber of Commerce were guilty of a grave impropriety there can be no doubt. A special pleader has no difficulty in showing that they were not guilty of high treason or of any other criminal offence, but all that is nothing to the purpose, because they have not been charged with any criminal offence. Let us take an example: A man may remain covered while the National Anthem is played if he is so disposed and there are no legal pains and penalties attaching to the act; it is a discourtesy which any British subject may countenance or assist at without fear, but it is none the less a grave impropriety. It is the same with regard to the ceremonies observed at the opening of the Chinese Chamber of Commerce; there was nothing actually illegal about them, nothing which a British subject could not have countenanced and assisted at without incurring any risk, but none the less they had every appearance of being intended as an insult to Her Majesty's Government and can only be construed in that light.

II.

The letter from a Member of the Chinese Chamber of Commerce which appeared in our yesterday's issue, while it may perhaps be taken as showing that there was no desire on the part of the general body of members to exhibit disrespect towards Her Majesty's Government, does not place Mr. Ho AMEI's conduct in connection with the opening ceremony in any more favourable light than that in which it previously appeared. No general meeting of the members was held, the trustees taking upon themselves the entire responsibility of the arrangements. The trustees are Mr. Ho AMEI, Hon. Dr. Ho KAI, Mr. LI SHING, and Mr. WEI YUK. The last named, however, has for some time past ceased to take any active interest in the institution and his name did not appear on the invitation cards. These cards, issued in the names of the other three trustees, after stating the date fixed for the opening, said "You are invited to attend and worship the god of war, wearing your official robes." How Dr. Ho KAI could have allowed his name to appear on such an invitation we do not understand, but at all events he did not attend the ceremony, which seems to have been arranged entirely by Mr. Ho AMEI. We are informed that it was not originally

intended that Colonel CHAN should take the leading part in the ceremony, but as he put in an appearance, being a subscriber to the Chamber, he was asked to officiate. The original intention was that one of the Chinese mercantile community should have played the principal part in offering obeisance to the god, but when Colonel CHAN unexpectedly appeared precedence was given to the latter. There were very few of the Chinese community present and the general feeling towards the new institution seems to be one of indifference. It would therefore be unfair to hold them as a body responsible for the proceedings at the opening, which should rather be regarded as a private "show" of Mr. Ho AMEI's. The spirit by which that gentleman is actuated is clearly displayed in the letter he addressed some days ago to one of our evening contemporaries, especially in his sneer at Dr. Ho KAI and Mr. WEI YUK for "ignoring their Chinese parentage by styling themselves British subjects." The two gentlemen named, though of Chinese race, are natural born British subjects, having been born in Hongkong, and their allegiance is due to Her Majesty the Queen. When they deem it necessary to make a public acknowledgment of that fact Mr. Ho AMEI comes forward to sneer at them for so doing, showing thereby the feelings by which he himself is animated towards British rule. As to the Governor having been ignored in connection with the opening ceremony, Mr. Ho AMEI endeavours to throw the responsibility on Dr. Ho KAI. The latter seems to have acted with a singular lack of discretion and common sense in the affair, but that does not relieve Mr. Ho AMEI of his personal responsibility. Dr. Ho KAI may have said this, that, or the other, but Mr. Ho AMEI was not bound to act upon his advice or suggestions and in fact no one knew better than Mr. Ho AMEI himself what was the right and proper course to pursue in the circumstances and it is no use his trying to throw on other people the responsibility for a wrong course having been pursued.

CHANG CHIH-TUNG.

If the Nanking correspondent of our Shanghai morning contemporary is rightly informed, there is a strong chance of CHANG CHIH-TUNG returning to Canton as Viceroy of the Two Kwang. CHANG is at any rate to be transferred from Nanking, where for about two years he has replaced LIU KUN-YI as Viceroy of the Liang Hu. He is not, it is reported, to return to Wuchang, where for some five years his activities found such scope and where he spent such vast sums in large enterprises, some of which were well conceived though badly carried out. LIU KUN-YI, who is said to be about to return to his former post at Nanking, is now in Peking for the purpose of having audience with the Emperor to report the complete evacuation of the Liaotung peninsula by the Japanese on the 22nd ultimo. LIU is a trusted servant of the dynasty, and the EMPEROR can rely upon him to keep the Liang Hu quiet. Years ago it was stated, on apparently good Chinese authority, that these provinces were honeycombed with sedition, and that only LIU KUN-YI could keep the restless spirits connected with the secret societies from overt acts of rebellion. Whether this was strictly accurate or not it would be hard to say, but the Kolao Hui certainly were accused of plotting treason, and it was probably more to their lack of efficient organisation than to any want of

will that their plans came to nought. The old Viceroy was also wary. He took the measure of the would-be rebels pretty carefully, knew probably what chances they had of raising a revolt, and was able to check them before they had really developed any matured plan. It was not until he was firmly in the saddle and all signs of disaffection were at rest that the Imperial Government summoned him to Peking to assist the Grand Council to concert measures to cope with the Japanese invasion.

Now that his work in the capital is done, His Excellency LIU KUN-YI will, it is believed, return to Nanking, and CHANG CHIH-TUNG will take up some other post. Report assigns him to Canton, though his projects at Wuchang are still far from complete, and it would have been reasonable to suppose he would be allowed to return to carry them out. It is possible, however, that these undertakings have so drained the provincial treasury at Wuchang that it is not thought desirable to send him back to that city. It may be, too, that the Central Government wish to place CHANG at a considerable distance from Peking, both on account of his independent spirit and his original ideas with regard to the construction of railways. There is consequently a certain amount of probability in the rumour that he may return to Canton. The prospect would, on the whole, be welcomed in the City of Rams. CHANG is honest himself whatever the faults of his underlings, and though he is a rather extravagant spender of funds there is at least something to show for the outlay. He established the Mint at Canton, and, had he remained, it is possible several industries would have been started, and the projected railway from Kowloon to Canton might have been ere now an established fact. The insatiable greed of his successor LI HAN-CHANG effectually prevented that work being commenced, and although a survey has been made and the Imperial sanction obtained, it still remains a project. While, however, CHANG CHIH-TUNG is to some extent a friend of material progress, as represented by the adoption of foreign inventions and improvements, he is a sturdy foe to all attempts by foreigners to either obtain further commercial concessions or to acquire the smallest interest in any industrial undertaking on Chinese soil. He is willing to make use of any Western innovation if it can be shown that profit is likely to be derived from its introduction or if it will put a weapon in the hands of China wherewith to keep the foreigner at a distance. He is patriotic if a little narrow minded, and he is determined not to allow prejudice to blind his eyes to his own or his country's advantage. Such a one, though he may bear us no love, is far better to deal with than a seeming friend, and more dependence can be placed on his pledges. His return to Canton, therefore, would rather make for foreign advantage than otherwise. Of one thing, however, we feel absolutely sure; CHANG would vehemently oppose any rectification of the boundaries of the Kowloon peninsula and the cession of the islands to the south of Hongkong to the colony. He would, if in his power, disestablish us to-morrow, and send the Portuguese flying from Macao. Being, however, by no means destitute of common sense he is never likely to advocate any attempt to dispossess the present owners, but he would strain every nerve to resist extension of foreign influence in his viceroyalty. The German Government would stand little chance of acquiring Lappa or any other territory in Kwangtung if the decision rested with CHANG CHIH-TUNG.

MANDARIN ARROGANCE

Very unteachable is the Chinese mandarin. He learns nothing by experience, and humiliation seems but to crystallise his conceit and intensify his arrogance. The national vanity endows him with a resilience that enables him to rise gaily from the dust into which he has (metaphorically) been kicked and assume even added superciliousness. The lessons taught him by the Anglo-French expedition, when Peking was occupied and the Summer Palace given to the flames as punishment for treachery, have long since faded from the tablet of his memory, or if not wholly erased therefrom, he but remembers to forget. If the recollection of these disasters had really grown dim there might perhaps be some excuse, for another generation has arisen since then, one that knew not General HOPE GRANT and has had no actual acquaintance with the might of European arms. But it is only a few months since the people and especially the official class in North China were literally quaking with fear lest the victorious battalions of the Japanese army of occupation in Manchuria should march upon the capital and encamp in the precincts of the Prohibited City. Very low indeed had China then fallen when the EMPEROR had to despatch his most trusted Councillor in hot haste to Japan to sue for terms of peace. The degradation of the Central Kingdom seemed, at least to Western eyes, to be then tolerably complete. Ignominiously beaten both on land and sea in every engagement fought, with her principal strongholds in the possession of the enemy, her fleet destroyed or captured, and her armies reduced to a rabble rout of demoralised coolies, incapable of making the feeblest stand against the disciplined soldiers of Japan, China presented about as abject a spectacle as could well be imagined. Peace has only just been concluded, a great indemnity agreed upon and a valuable island—a kingdom in itself—ceded to the conquerors, yet we find the Chinese mandarin, in Manchuria itself (the main seat of the war), assuming all the old insolence to foreigners which has ever distinguished him.

The Newchwang correspondent of our Shanghai morning contemporary, in a letter, reproduced in our columns on Saturday, gives a narration of recent events in Kirin which most forcibly illustrates the above conclusions. Some five years ago, Dr. GREIG, an eminent medical missionary, who had won the esteem of the natives by his work of mercy and love, was set upon and shamefully maltreated by some Manchu soldiers belonging to the bodyguard of the Tatar General at Kirin. Having first cruelly beaten him they tied him up by the thumbs, in which position of torture they left him, to be found subsequently in an unconscious condition. For that outrage, after long parleying and the usual haggling, the Chinese Government ultimately agreed to pay \$5,000 as compensation for injuries done and a further sum of \$950 to purchase a site for a new hospital. In pursuance of the agreement thus arrived at, Dr. GREIG proceeded in 1894 to purchase a site, which he obtained from a native of superior standing named SUNG TS'UN-LI, and early in 1895 this man went with the purchaser to the British Consulate at Newchwang and there filed an affidavit setting forth that he sold the land voluntarily and of his own free will. The title deeds were then deposited in the Consulate, and as the sale had previously been specially sanctioned by the Chinese Government, Dr. GREIG naturally imagined that no difficulties would follow.

In this conclusion, however, he was sadly mistaken. The Kirin authorities refused to sanction the sale, the case was referred to the British Minister, and by him to the Foreign Office, who insisted on its being ratified. The Kirin officials were, however, still obdurate, and not only declined to ratify the sale but insisted upon SUNG appearing before them. In November, unfortunately for himself, SUNG returned to Kirin, and last month he was haled before the Prefect, who having first soundly rated him for selling his land to the Kweitzze, ordered him to be disgracefully bamboozed under circumstances which degraded him, in the eyes of the public, to the rank of a criminal. Not satisfied with this severe punishment, this Jack-in-office ordered his victim to sell his land to his neighbour or to himself, who was ready to do anything to keep it out of the hands of Dr. GREIG. That gentleman, who was present in Court, had to submit to personal abuse from the irascible Prefect, who openly referred to him as *Kao Kweitzze* [Devil Greig].

The matter has not ended at this point; the British Government cannot submit to be thus derided by a paltry provincial official. The British Consul at Newchwang has been instructed to go to Kirin and insist upon reparation for these injuries and insults, and he was to start with Lieut. QUAYLE, of H.M.S. *Rattler*, for Kirin, a journey of some three hundred miles, on the 2nd Jan. Mr. HOSIE had no pleasant journey and no very satisfactory task before him. With no material force behind him he will have to try and overawe a set of truculent officials far from the capital and still more remote from a centre of British power. If he succeeds in compelling the Governor of Kirin to do justice he will have indeed accomplished a feat. The Kirin officials are not only furiously hostile to foreigners but they are apparently recalcitrant to Peking. Dr. GREIG and his colleague Mr. CRAWFORD are reported not to be safe from molestation, and the officials are quite capable of stirring up the populace to commit a fresh outrage. Up to the trial of SUNG for selling the land, the populace had continued to show a friendly demeanour to the missionaries, and the only hostile class was the mandarin. But in every Chinese city rowdies can be readily collected, and we shall not be surprised to hear that, while Consul HOSIE was on his way to Kirin, a mob had been incited to outrage on the missionaries. Whether or not this should prove to be the case, a grievous insult has been cast by the Kirin Prefect in the teeth of the British Government, an insult that cannot be tamely borne. We earnestly hope that Lord SALISBURY will not only insist upon the sale of land by SUNG to Dr. GREIG being formally and publicly ratified by the Kirin authorities, but that he will also demand the punishment and degradation of the Prefect. That insolent scoundrel should receive the punishment he meted out to the innocent SUNG, who should be present in Court to witness the abasement of his unjust judge. The Governor of Kirin ought also to be dismissed from his post for not promptly superseding the Prefect, and the provincial treasury should be compelled to bear all the costs of the Consul's long journey thither from Newchwang. It is only by bringing home the effects of their insolent conduct to them personally that the mandarins can be taught respect for the peaceful foreigner.

Admiral Makaroff left for Europe, via America, by the P. M. steamer *City of Peking* on Saturday.

ADMIRAL MAKAROFF'S COLLISION BUFFER.

Admiral MAKAROFF deserves sincere thanks for the attention he has devoted to the problem of minimising the effects of collisions at sea and the efforts he is making to press the subject on the attention of the public. His Excellency's address at the Chamber of Commerce on Thursday afternoon was followed with much interest by the large number of gentlemen who assembled to hear it, and the general feeling, we believe, was that the ideas advanced were sound in principle. Mr. WHITING, Naval Constructor, in a speech made during the course of the discussion which followed the Admiral's address, said that the subject had occupied the attention of shipbuilders ever since ships have been built of iron, but it had hitherto been approached from just the opposite direction to that from which Admiral MAKAROFF approached it; for whereas Admiral MAKAROFF sought to introduce a buffer on the nose of the striking ship it had ordinarily been attempted to devise a scheme whereby the ship struck would be proof against disastrous results after collision. There we have a clear statement of the problem and its present position. The attempts made to protect the ship struck have not been barren of results, watertight bulkheads having on many occasions saved a vessel from going to the bottom. We have now, however, apparently reached the limit of advance in that direction and still the danger of loss of life and property by collision remains truly appalling. It is time, therefore, that the problem was approached from the other side and an attempt made to prevent the cutting of the skin of a ship when struck by the bow of another. This Admiral MAKAROFF proposes to do by affixing to every ship a false nose above the water line, so that when a collision takes place the energy of the blow shall be expended in breaking and doubling up the false nose instead of in cutting into the other ship. The question suggests itself, however, whether a false nose strong enough to withstand heavy weather could be made so collapsible that it would not break into the other ship's side on impact. To that the answer, we think, must be in the affirmative. Admiral MAKAROFF did not mention of what dimensions he would propose to make the false nose, but naturally it would be of the smallest dimensions compatible with efficiency, so as to offer the least possible resistance to wind and waves, and at the same time instead of a sharp cutting edge like that of a vessel's real stem it would present a rounded surface, so that on coming into collision it would at once begin to bend inwards. There ought to be no mechanical difficulty in constructing such an appendage to a ship and making it strong enough to resist wind and waves and at the same time pliable enough to double up when subjected to the force of a collision. A substantial fender of the ordinary description interposed at the moment of collision would no doubt often prevent the piercing of a vessel's side, and the permanent attachment recommended by Admiral MAKAROFF, filled, as he proposes, with fibrous material or gutta percha, would reduce the danger of foundering by collisions to a minimum or perhaps even remove it altogether. It is to be hoped the Board of Trade will take the matter up and subject the invention to the test of experiment. Possibly modifications in detail may suggest themselves in practical working, but the general idea expounded by Admiral MA-

KAROFF seems to be entirely sound in principle. His Excellency is to be congratulated upon the humane work he has taken in hand and we hope that before many years have passed he may have the satisfaction of seeing his device universally adopted.

PUBLICATION OF THE MINUTES OF THE CHAMBER OF COMMERCE.

The practice adopted by the Committee of the Shanghai Chamber of Commerce of publishing the minutes of its meetings together with the correspondence on the subjects that have engaged its attention is one that might with advantage be followed by the Hongkong Chamber. Formerly the Shanghai Chamber, like the Hongkong Chamber, preserved strict secrecy with regard to its proceedings between the publication of its annual reports. Not long ago one of the members suggested that in view of the growing business of the port and the important questions that were continually cropping up it was desirable that general meetings should be held more frequently than once a year. After consideration it was resolved, on the suggestion, if we are not mistaken, of Mr. A. P. MACEWEN, the Chairman, that instead of holding general meetings more frequently the minutes of the committee meetings should be published, which seems on the whole to be the preferable course, because an extraordinary general meeting can be called at any time when circumstances require it but ordinarily the general body of members of the Chamber and the public will be content simply to know what is going on. Mr. MACEWEN is no advocate of secrecy in public matters. Many years ago, when he was in Hongkong, he suggested substantially the course which has now been adopted at Shanghai; he deprecated the "bottling up" of the whole year's correspondence until the issue of the annual report and advocated that it should be published as the subjects to which it referred were dealt with. The suggestion was adopted to some extent and since then it has been customary to publish batches of the Chamber's correspondence on special subjects from time to time between the meetings, but on the issue of the annual reports with their appendices it is generally found that there are some matters with reference to which this course has not been followed. We are quite ready to admit that there are occasions on which it would be undesirable that the correspondence should be published with the promptness we advocate as a general rule, as for instance when delicate questions of a diplomatic nature form the subject of the despatches. To that extent the Committee should be allowed to exercise its discretion, but as a general rule it would conduce to the usefulness of the Chamber if a policy of publicity were followed and the public were at the time made acquainted through the press not only with the contents of the despatches but also with the decisions arrived at by the Committee upon the subjects to which they refer. Similar remarks would apply also to the local branches of the China Association, but we note that the Shanghai branch of that body has not yet followed the example of the Chamber of Commerce. We published a day or two ago the minutes of a recent meeting of the Shanghai Chamber of Commerce and would commend them to the Hongkong Chamber, and also to the China Association, as a very

excellent model of the information that should be given to the public. There were three subjects dealt with, namely, the International Telegraph Vocabulary, the Yangtze Regulations and Ocean Steam Companies, and Bonded Warehouses, and the Shanghai community, vitally interested in each of them, was promptly informed of how each subject stood. It would be an advantage if the same course were followed in Hongkong, but unfortunately the Committee of the local Chamber seem to think their proceedings should be shrouded in the same secrecy as those of the Executive Council.

ACCIDENT TO THE "ON SANG."

22nd January.

About eleven o'clock on Monday night the steamer *On Sang* struck the Cust Rock, which is near the Kowloon Dock, but fortunately the vessel was saved and no one was injured. The *On Sang* is owned by the Indo-China Steam Navigation Co., Limited (Messrs. Jardine, Matheson & Co., General Managers), and this was her first trip to Hongkong. She was built at Middlesbrough at the latter end of last year by Messrs. Raylton, Dixon, and Co., and is of steel. She has a registered tonnage of 1,787 her nominal horse power is 260, and she possesses triple expansion engines. She left England in charge of Capt. Carmichael with a cargo of coal for Batavia, and on the 8th inst., she left Samarang with a cargo of sugar for Messrs. Jardine, Matheson & Co., and called at Manila on her way. Soon after ten o'clock on Monday night she arrived at Lymoon Pass and as the night was hazy and so dark that the captain could not see the shore the engines were set dead slow. The captain imagined all along that he was keeping in the fairway, but a strong tide was running at the time and the ship, altogether unknown to the captain, drifted over towards the Kowloon Dock and eventually struck the Cust Rock. This rock is also known by the name of the Dunmail Rock from the fact that about twenty years ago a sailing vessel, the *Dunmail*, struck here and foundered in a quarter of an hour. The captain had not the least idea of an approaching danger, as a minute or so before the *On Sang* struck the rock the quartermaster hearing the lead sang out "Nine fathoms." A police pinnace was happily near at hand and the constable in charge went on board and the captain consulted him about the position. The fore No. 1 compartment was rapidly filling with water and to prevent the vessel from sinking she was run on to the beach between Bay View and North Point, where she now lies. It is impossible to say at present what is the extent of the damage. Yesterday morning a diver made a cursory examination of the fore part of the vessel and reported a rather large wedge-shaped hole in the side, but whether this is the only injury the vessel has received is not yet known. Coolies were busily engaged in discharging the cargo yesterday, and it is expected that by to-morrow the vessel will be ready for further beaching, when the gap will be patched up and the hold pumped dry. Apparently the only portion of the cargo destroyed by water is that in the fore compartment; the other holds appear to be quite dry. Captain Carmichael has been in Hongkong several times before in charge of Messrs. Jardine, Matheson & Co.'s steamers, and it was no doubt his thorough acquaintance with the harbour that led him to enter on a dark night. The owners will not lose anything by the damage done to the vessel, as she was insured for the outward voyage in home offices, but local offices will be affected by the loss sustained to the cargo, although it is not expected that the amount will be very large. An inquiry into the accident will be held at the Harbour Master's office in due course.

25th January.

The Indo-China steamer *On Sang* has now been pumped dry and taken over to the Cosmopolitan Dock.

ADMIRAL MAKAROFF'S COLLISION BUFFET.

MEETING AT THE CITY HALL.

On Thursday afternoon, the 23rd January, in response to an invitation from the Committee of the Hongkong General Chamber of Commerce, His Excellency Admiral Makaroff, of the Russian Navy, met a number of leading residents in the Chamber of Commerce in order to give explanations of his proposed method of minimising the effects of collisions at sea. Hon. A. McConachie presided, and there was a very large attendance, amongst those present being Commodore Boyes, Hon. Commander R. Murray Ramsey, Hon. Commander W. C. H. Hastings, Hon. T. H. Whitehead, Hon. J. J. Bell-Irving, Hon. E. R. Belilos, Captain Tunnard, R.N., Mr. R. M. Gray, Mr. N. J. Ede, Captain Tillett, Captain Burnie, Captain G. C. Anderson, Messrs. A. Woolley, R. Shewan, T. Jackson, St. C. Michaelsen, W. Ramsay, W. H. Ray, R. C. Wilcox, Secretary of the Chamber, and others interested in shipping and insurance.

The CHAIRMAN—On the invitation of the Chamber of Commerce H.E. Admiral Makaroff has kindly consented to come here to-day for the purpose of explaining his scheme for minimising the effects of collisions between ships. I may mention that His Excellency has occupied himself in the study of similar schemes since he was a young Lieutenant, and some twenty years ago one of his inventions—"a collision mat"—was exhibited at an exhibition held in Vienna and received such general attention and approval as to lead to its adoption by most European navies. He has also occupied himself with the study of the improvement of bulkheads, etc., and the importance of his ideas in this latter connection so favourably impressed Mr. Morley, Chief Engineer to Sir E. J. Reed, the great naval constructor, that he publicly lectured in London on the suggestions advanced by His Excellency. At this time Admiral Makaroff was only beginning, as it were, his naval career, but his own Government very soon recognized the great ability of their young officer, and rewarded him by rapid promotions. I feel sure the explanations we are about to listen to, coming from such a distinguished naval officer and bearing on such an important subject as the reducing of the risk to life and property, will be followed with close attention by all present. (Applause).

Admiral MAKAROFF—Mr. McConachie and gentlemen, I need not tell you that collisions are very frequent in these days. I have no statistics, but every one reading one of the big morning newspapers finds there almost every day some information about collisions at sea and their fatal consequences. In some cases the newspapers give different details; but more often the report is very brief and simply states that such and such a ship went to the bottom, and so many lives were lost. Everyone of us is so much accustomed to read such information that we do not ask ourselves whether it is really unavoidable that after the collision one ship or both of them should go to the bottom. It is taken for granted that from time to time ships collide and sink, and I believe this sort of information produces less impression upon us than some trifling political news. From time to time a court of inquiry, or court-martial investigates the details of the collision, but it is certain that the court will study chiefly the question as to who is responsible for the collision, and very little notice is generally taken of the reason why, after collision, a ship goes to the bottom. Shipbuilders tell us that ships are divided by the watertight bulkheads, and that the buoyancy is sufficient to keep a vessel afloat should one of the compartments be filled with water. Generally when collisions occur there is nobody to accurately record the details, and as a rule it is taken for granted that the collision took place at the bulkhead, and for this reason two big compartments were filled with water. Maybe it will also be suggested that one of the bulkheads could not stand such an immense pressure and gave way at the critical moment. Formerly collisions were not so fatal, as sailing ships, which are usually constructed with a fiddle bow, have bowsprit and so much rigging

in front that the effect of a collision is of course minimised. It is also necessary to mention that in the old days the speed of the ships was very much less than it is now, and that the ships were mostly of wood, which resists more effectively than the thin plates of steel used at the present day. A fiddle bow usually damaged only the upper part of the ship, and before the water line could be reached the force of the blow had spent itself. The ships of to-day travel at a high rate of speed; they have great displacement and their vertical bow is so strong and so sharp that the moment collision takes place the skin of the ship is penetrated from the gunwale to the waterline, and an immense rush of water into the vessel is the result. Let us go into the details of the collision so that we can ascertain whether any remedies can be applied to lessen the danger. I shall try to be as brief as possible, but, in order that you should better understand, let us look at the matter from every point of view. The first and best remedy which one can propose is to avoid a collision altogether, and certainly every improvement in the rules of navigation is very important, but the conditions under which seamen have to navigate are sometimes so difficult that it is perfectly certain that collisions will take place in future, notwithstanding any rules that may be proposed in order to make navigation as safe as possible. The second remedy is to minimise the effect of collisions, and on this point I shall speak afterwards in detail. The third remedy is to have watertight bulkheads, so well disposed and so strongly built that they should localize the inflow of water. It was at the beginning of my service that I commenced to study this question, and something was done in the Russian navy to make the bulkheads more efficient. I shall not trouble you with the details of this most important branch of shipbuilding, but I venture to lay before you one single proposition which, in my opinion, will produce a great improvement in this matter. I wish to draw your attention to the fact that everything on board a ship is tested before she is taken from the hands of the shipbuilder. Capstans, rudder, engines, cranes, winches—everything in fact is tested in order to ensure that the whole of the fittings are quite sound and capable of performing the work they are meant for. Watertight bulkheads are excluded from this examination. If you ask a shipbuilder if he tried the bulkheads he will answer "Yes," and he is perfectly right, because he is obliged to test them with the fire hose. If, after collision, bulkheads were not subjected to a more severe trial of their strength, then of course it would be all right, but unfortunately, when a compartment is filled with water the pressure which the bulkhead is subjected to is very heavy, and I think the only way to be absolutely certain of the strength of the bulkheads is to try them under similar conditions to those in which they will be after the compartment is filled with water. Allow me to give you an example. Now only few manufacturers know how to make guns strong enough to resist the immense pressure of powder, and nobody dare make a gun with inferior metal for the simple reason that every gun is put to a very severe trial before it is taken from the hands of the makers. If this condition were not insisted upon anybody could make a gun which would resemble the very best specimen, but it is certain that the first time the gun was fired it would be blown to pieces. If we cannot accept guns, capstans, winches, &c., without trial, why then do we accept bulkheads without trial? I propose that when a ship has been fitted with engines, boilers, watertight doors, and everything else which cannot be damaged by water, a trial of the bulkheads should take place by filling the compartments with fresh water to the upper part of the bulkheads. This trial ought to be made in the presence of competent officials, who should certify that the bulkheads are strong enough to withstand the full pressure of water, and that they are watertight. This trial over, the boilers, cylinders, pipes, &c., can then be covered with the usual non-conducting composition and the cabin fittings put in their proper place. Probably all this work will occupy a week or so, but the loss of time will be amply compensated off by the ship being guaranteed absolutely

trustworthy in this respect. If the collision takes place upon one of the main bulkheads, two compartments are filled with water. In order to avoid this I propose that each main bulkhead should be supplied with extra small watertight compartments at the side of the ship, from ten to twelve feet wide. Then the collision would only affect one bulkhead of these small compartments, and the result would be that instead of two big compartments being filled with water only one big compartment and the little one would be flooded. The fourth remedy for preserving the safety of the ship consists of a means whereby leaking may be stopped. Twenty-five years ago I proposed the use of collision mats; one of them was exhibited at the Vienna Exhibition and every man-of-war of every nation has them now. Lately I have improved this apparatus, but although they are invaluable on men-of-war I do not think they will be ever accepted for merchant ships, because in order to use them to advantage the crew must be regularly drilled. I do not say the mats are useless for commercial ships, but there are now more important improvements which have prior claims to our attention. Now I return to the second remedy. The general opinion is that the colliding blow is so very powerful that nothing can minimise the effect of it; but I can give proofs that even when the force of the blow is comparatively slight the skin of the ship is penetrated. It is a matter of fact that the vertical stem acts as a knife and that very little energy is required to penetrate the skin of the ship which is run into. We know, for instance, that the *Crathie*, the steamer which sank the big ocean liner *Elbe*, was of very small dimensions, and struck when she was going at a very moderate rate of speed. Everybody knows that the *Elbe* went to the bottom in a very short space of time and only a few of the passengers and crew were saved. I was a witness of a similar case in the Bosphorus. A Russian steamer, *Azore*, touched a big French mail steamer, the *Provence*. The speed of the *Azore* at the moment of collision was not more than two or three knots, but her stem made a hole in the skin of the *Provence*, and the latter immediately went to the bottom. I may give another example which occurred less than a year ago, also in my presence, in the harbour of Chefoo, when a torpedo catcher of 400 tons displacement and of a very light construction touched the cruiser *Pamiat Azova*, and although the stem of the torpedo catcher was of very delicate construction the hole made was big enough to permit of the entrance of a tall man. Had there been no belt of armour at the waterline an immense rush of water into the vessel would have followed. It is a known fact that two years ago a torpedo boat of 70 tons displacement went into a man-of-war and the skin of the latter was penetrated. I believe the examples which I have given are sufficient to prove that, however slight the blow is, the skin of the ship collided with is of a certainty damaged, and a rush of water follows. It is believed that nothing can be done to minimise the effect of collisions because the blows are so very heavy, but this does not mean that nothing can be done in case of only a slight shock. I may give an example which will prove that two ships may collide without damage being sustained by either. Thirty years ago Admiral Bontakoff wished to give his captains the opportunity of ramming exercise. Two gun boats of 300 tons were employed for this purpose, and each boat was entirely surrounded by a huge fender two feet in diameter, made of very light trees and branches bound firmly together so as to present a yielding shield. This protection was sufficient to preserve the one vessel intact when rammed by the other. It is true that the speed of the vessels was never higher than six knots, but I saw myself that the concussion at the moment of ramming was so great that not one of the men on board could keep his feet. This proves that from the moment one ship touched the other to the moment when the vessel was stopped the colliding ship made a progress of may be only one foot. But in the case of the *Pamiat Azova* the crew of the torpedo catcher were not in the least affected by the force of the blow. This shows that the resistance of the ship's side when the skin is penetrated is very small in comparison with the resistance of the skin before penetration.

Is there not a striking difference in the result of the two cases I have just mentioned? While in one case the ships continued their practice as if nothing had happened, in the other the damage was very great and if the *Elbe* had been in the place of the *Pamiat Azova* she would have gone to the bottom. In order to demonstrate the difference between touching the skin with a ram which is without a buffer and a ram with a buffer I made some experiments a few weeks ago on board my flagship *Emperor Nicholas*. Vice-Admiral Buller, Rear-Admiral Hoffmann, Commodore Boyes, and many captains were invited to witness them. A model representing a ramming vessel was moved by a weight so as to ram a model which represented the amidship section of a ship. A small buffer of a quarter of an inch thickness of cotton cloth was made which could be adjusted to the ram. When the blow was dealt without the buffer the ram easily penetrated the skin of the other model and the ramming vessel made an inroad of three-quarters of an inch, and cut a hole two inches in length, which in reality means eight feet. When a similar experiment was made with the buffer on the ram an inroad of only a quarter of an inch was sufficient to arrest the progress of the vessel, and the skin was only slightly bent and not penetrated. This experiment is analogous with what happened in the two before-mentioned cases. It shows that the model experiments, if properly carried out, are very useful in testing the application of new improvements. Does it not also show that something can be done to minimise the effect of collision? What is the reason, then, that up to now nothing has been done to minimise the effect of collision? We see improvements in every branch of shipbuilding. Why, then, is such an important item as this left without due attention? There is something which interferes with this most necessary improvement. I believe I shall not hurt anybody's feelings if I say that the main reason why ships are not improved in this way is the false supposition that they cannot be improved. I believe this is really due to prejudice; at any rate no scientist has yet proved this supposition. It is everybody's fault that this prejudice exists. *Quand tout le monde a tort tout le monde a raison*. Where there is a prejudice there is no progress, and the first thing that we have to do is to remove the prejudice. As soon as we believe that ships can be improved in the desired way they will be improved in a very short time. It is taken for granted that the energy of a blow which is developed by one ship striking another is so very great that no means can be devised to absorb it without injuring the ship's skin. Let us see if this is so. A big ironclad of 10,000 tons ramming at five knots speed gives a striking blow of 15,000 foot tons, while the muzzle energy of one 12-inch projectile is 20,000 foot tons. You know very well when you propel the projectile with this energy one way the gun and the carriage are thrown with the very same energy into the opposite direction. Should nothing be arranged to withstand this blow a lot of damage would necessarily follow. But hydraulic buffers easily absorb this energy in a space of two feet, and really the shock is scarcely felt on board the ship. If it was a question of absorbing the energy of the big ironclad striking perpendicularly on some firm solid block strong enough to receive that blow, then an ordinary 12-inch gun's buffer fixed on the ram would take the whole energy of the 10,000 ton ship striking at the speed of five knots. This example shows that the energy of the blow is not so very enormous. Generally speaking a collision never occurs when the boats are going full speed. Engines are always reversed before the collision takes place and that diminishes the speed considerably. Experiments show us that if the biggest ship in the world was going at full speed ahead she could be brought to rest three minutes after the engines are reversed from full speed ahead to full speed astern. I have pointed out that the skin of the ship struck is penetrated because of the hatchet-like action of the stem of the striking vessel. Should the fore part of the ship be flat the skin of the ship collided with would be battered in, but not broken. The effect of the collision would be damage more or less serious, but there would be

no hole in the skin. Certainly, it is impossible to build a ship with a flat nose, because such a ship could not be easily propelled, and besides, if we make the fore part of the ship flat we should be safe only when the blow was perpendicular. In order to show the difference of the effect of the sharp bow and the flat bow, allow me to give you the following example. Suppose I see the Chairman in danger and I wish to move him in order to save him. If I try to move him by pressing him with the point of a sharp knife I am sure to kill or at least to wound him before the force of my blow sends him backward. Now suppose I push him with the flat of my hand. He will be neither wounded nor killed; he will simply be moved from his place. This clearly shows that the solution of the problem is to build a ship in such a way that her fore-part should be sharp while she is propelled through the water, but that at the moment the nose of the ship touches the skin of another her fore-part should collapse and present a flat surface. The power of the shock will consequently be distributed over a wide surface of the skin, bending inside ribs, beams, &c., without making a hole in the skin. Some part of the power of the shock will be exerted in collapsing the fore part of the colliding ship, and if this part is designed properly the collapse will absorb the greater portion of the blow. It would be most desirable that at the moment of touching the false nose should begin collapsing before the skin of the other ship begins to give way. The force required for collapsing should increase with the progress of this collapse, because more surface of the striking ship is engaged in resisting the shock—may be it will be possible to altogether avoid damage to the vessel which is struck by so arranging the false nose that the full power of the shock will be utilised for smashing this nose. By that time the ship which strikes will lose the greater part of her speed, and the other will recede in a corresponding manner. Let us examine the question whether ships can be provided with a false nose strong enough to resist the effect of the sea and weak enough to give way at the moment of collision. I feel that engineers whom I see in this audience are more expert than I to decide this question. If I venture to propose something it is for the simple reason that I wish to exchange ideas upon the subject in order to arrive at a proper conclusion. Let us imagine that the nose of the ship is built as usual, and that the false nose is an additional part which can be put on or taken off when necessary. I imagine that it ought to consist of very thin sheets of steel, say one-eighth of an inch, and should run in front of the ship as shown upon the diagram. Many little ribs and stays inside ought to give enough strength to the skin to enable it to resist the force of the waves. The space between the false shell and the nose of the ship ought to be filled with some soft, fibrous substance (not powder). This substance is intended to play the rôle of a cushion and the shell will play the rôle of a pillow-case. After collision the false nose will present the appearance as shown in the diagram. The ship's nose will not be damaged, and as generally there is no cargo in the fore compartment of the ship in front of the collision bulkhead, it will be the work of a few hours to unfasten the bolts and remove the smashed false nose in order that the ship may continue her voyage as if nothing had happened. I believe that it is necessary to carry on experiments on a large scale in order to find out which is the best way of constructing the false nose of the ship. The cost of these experiments will amount to only a trifling percentage of the loss which is being continually caused by collisions. Let the best engineers work out their plans and submit them to experts for examination. After this a general law might be passed making it compulsory for every ship to be provided with a false nose. Unfortunately in this matter everybody is interested in a general manner but nobody in particular. Insurance Companies prefer to be liberal and they do not interfere much with the particulars of the building of a ship. They are obliged for a certain percentage to guarantee any risk. If one Insurance Company insists upon shipowners providing ships with a false nose then surely the number of the Company's clients will diminish, and that will be followed

by a diminution of the Company's income. Now should one shipowner put a false nose on his ships he would lose, because the false nose would weigh about two tons and cost about £200, and for this reason his ships would be dearer than the ships of his competitors and carry less cargo. The reasons mentioned before interfere very much with the furtherance of this improvement. Only public opinion can give an effective incentive to the matter, and really if by subscriptions a fund can be raised and given to the Board of Trade or to any institution which will carry on the necessary experiments, then progress is bound to follow. We are not bound to decide the question in a moment, but everyone should be reminded that the loss of property from collision is immense, and that almost every day many lives are lost, owing to the absence of any means to minimise the effect of collisions at sea. (Applause.)

The CHAIRMAN—The Admiral will be very pleased if any gentleman will make any remarks or ask questions.

Mr. WOOLLEY—I should like to ask a question. In the naval manoeuvres to which your Excellency referred, at what rate of speed was the ramming vessel going?

His EXCELLENCY—Six knots; the same speed at which the torpedo-catcher that struck the *Pamiat Azova* was going.

Hon. COMMANDER R. M. RUMSEY—I should like to ask his Excellency whether he has witnessed any experiments on a large scale with this special false nose?

His EXCELLENCY—In answer to that question I may say that such experiments would be too expensive for a private individual, and the experiments I carried out were with a model which was provided with a kind of cotton buffer. These experiments were carried out on board the *Emperor Nicholas*, and nothing has yet been done on a large scale.

Mr. WHITING—I have had the advantage of witnessing the very interesting experiments which his Excellency Admiral Makaroff has carried out. I may say in the first place that the whole question has occupied the attention of ship-builders for the last fifty years—ever since ships have been built of iron—and the subject has hitherto been approached from just the opposite direction to that explained by Admiral Makaroff. Whereas Admiral Markaroff seeks to introduce a buffer on the nose of the striking ship it has ordinarily been attempted to devise a scheme whereby the ship struck would be proof against disastrous results after collision. That idea fell into disuse until about eighteen years ago, when the Admiralty, for purely military purposes, thought it would be desirable to use merchant ships for war purposes, and a large number of bulkhead subdivisions were introduced into the ships. At that time—in 1877 or 1878—there were not twenty first class passenger steamships in the world of any nationality whatever which satisfied even the most rudimentary necessities for safety in time of collision; and only a small hole below the water line would cause a vessel to sink, as there were no means to check the inflow of water. In consequence, however, of the representations made to the Admiralty, the matter was gradually pushed forward, and now, owing to the efforts of Lloyd's and the Board of Trade, all first class passenger steamships are more or less provided with bulkheads against collision—always supposing that bulkheads are reliable. Even now news travels very slowly, and I should be very sorry if this meeting closed without some information being given as to the conditions under which the bulkheads are put into the vessels and the tests to which they are subjected. At the present time in the Royal Navy all bulkheads of any moderate size and all compartments of moderate size are actually filled with water, not only to the level of the water line, but generally about five feet above the water line. With regard to the larger compartments you have no other test but the hose to apply, but it must be borne in mind that very elaborate calculations can be made, and I can speak in an impersonal way because they were made by members of Lloyd's Registry and also by the Bulkhead Committee which sat about three years ago. Very useful work indeed was done by the Bulkhead Committee and some valuable experiments were made as to the strength of bulkheads, and I

think we may take it that now we know very nearly all we want to know as to what amount of stiffening is required in specific cases to make the bulkhead absolutely reliable in case of collision. Indeed, bulkheads may be taken as reliable in all first class steamers; they will not forsake you just at the moment of trial. With regard to the leak stopper, there is very little doubt that relying upon that is like relying on a broken reed. If you make a hole six inches square and ten feet below the water line, a thousand tons of water an hour comes into the boat, and it is hardly necessary to say that there are few vessels that can have any appliances for turning out that amount of water. Then coming directly to the method proposed by Admiral Makaroff, I wish to say that I am of opinion that it rests on an entirely sound basis. The problem we have before us is to so direct the energy that it shall crush up useless material and so save the vessel from foundering. Admiral Makaroff very wisely limited his method to low speed. Take a 10,000 ton ship going fifteen knots. The energy in that vessel is so enormous that it would be very difficult to frustrate it. But when you come to a speed of four or five knots there is very little doubt indeed that some appliance of this kind would do a very great deal to promote the safety of the vessel struck. I hope I am not speaking at too great length on this matter, but there is one other point I want to speak about. There is no doubt about the possibility of building such a structure as is proposed by Admiral Makaroff, but whether it could be always carried is not a matter I am competent to discuss. It seems to me to present a great many difficulties. I have a doubt whether it would be readily capable of being disconnected when you were about to proceed into action. I do not say this is an insurmountable difficulty, but I do not see now how the difficulty can be overcome. How to minimise loss of life and property through collision is a question that certainly merits the attention of the whole mercantile world. (Applause.)

Commodore BOYES—Mr. Chairman, Admiral Makaroff has told you that I witnessed his experiments, and from what I saw it seems to me they were most successful when the buffer was applied to the model; what the result would be if applied to a large ship I cannot tell, but it was clearly shown in the experiments that the ram without the buffer easily penetrated the model, but when the small false nose, as Admiral Makaroff calls it, was applied to the ramming ship, the only result was a dent: so that it was certainly proved that, as regards the model, the result would be successful. As Mr. Whiting has just asked, what would be the case if the ship was going at a high rate of speed? The effect would probably be very disastrous, however much the ramming was blunted. But there are no doubt occasions when a collision is unavoidable, and the captain of the ship knows his ram is like a knife and most deadly, yet he cannot do anything to prevent the loss of life which must ensue. I have in my mind the case of the *Utopia*, an Italian transport, which in 1890 went into Gibraltar and owing to an accident—the steering gear was carried away, I believe—the ship became helpless, and she drifted right down broadside on to the bow of the *Anson*, one of our battleships. It was evident to all on board the *Anson* that this was going to happen, yet nothing could be done. A large hole was bored in the *Utopia's* side and after drifting a few hundred yards she sank, and a large number of people were drowned. As Mr. Whiting has said, special attention ought to be drawn to this matter. The *Utopia* is a case in point. If there had been a shield on the ram a very serious loss of life might have been averted. This was a case where there was scarcely any speed at all; the vessel was simply drifting down on the bow of a man-of-war with a ram.

Admiral MAKAROFF—I wish to call attention to the remark made by Mr. Whiting about bulkheads being considered reliable because there was a Committee which did much to enhance their safety. This Committee drew up certain rules under which bulkheads had to be constructed. I also mentioned that on board a man-of-war every compartment was tested with the exception of the big compartments. I do not speak of small bulkheads, because the

surface is so small that they are bound to resist the pressure they are put to; but I wish ship-builders to be absolutely sure about the big bulkheads, because even if the strength of the iron is well calculated we must not forget that all these bulkheads have watertight doors with cast iron frames, which may crack, when the bulkheads bend. The doors would then be forced from their position and an inflow of water would follow. The steam-pipes are passed through the bulkheads and perhaps in such a way that when pressure is applied the pipes give way. How can we guarantee that these things will not give way if we never test them? I am perfectly deferential to the opinion of the gentleman who has spoken, but still I think that the only true trial of the bulkhead is to fill all the compartments right up to the top; that is the sole guarantee that they are safe.

Mr. FRANCIS—I beg to propose a most hearty vote of thanks to his Excellency Admiral Makaroff for his very lucid explanation of the ideas he has entertained and the inventions he has made on this grave subject of collisions, and to assure him that every person in this room and every person who will be made acquainted through the newspapers with the fact that he has given his attention for so many years to so important a subject will be prepared to thank him most heartily and to give every consideration to his suggestions and to his views. (Applause).

The meeting then terminated.

FIRE IN QUEEN'S ROAD WEST.

A WOMAN AND TWO CHILDREN MISSING.

At 11.25 on Saturday night the Fire Brigade turned out to a fire which had originated on the first floor or 205, Queen's Road West, which is rented by a Chinese doctor. The firemen, under Hon. Commander W. C. H. Hastings and Mr. Badeley, were quickly in attendance, and in an hour they succeeded in extinguishing the flames. The whole of the building, however, was burnt to the ground, so that the damage was considerable. The ground floor was occupied by a dealer in arms, kerosene, &c., and was insured for \$1,500 with the Northern Assurance Co. (Messrs. Turner and Co., Agents), the first floor by the doctor, and the second floor was used as a dwelling house. A woman and two children were burnt to death.

REPORTS OF ANOTHER RISING AT CANTON.

We learn that in all the large cities of Kwangtung placards are posted offering \$2,000 reward for the arrest of the leader of the late attempted rebellion at Canton, who is still at large.

It is common talk amongst the Chinese that there is to be a rising on a more extensive scale after the New Year.

The Peking authorities, in view of the quantity of arms and ammunition distributed through the southern provinces and the general reports of risings to take place, would act wisely if they promptly sent some popular and firm Viceroy to set their house in order.

THE WEST RIVER QUESTION.

We regret to learn that the prospects of the opening of the West River are not now considered so bright as they were a short time ago. Chinese who previously asserted positively that the river was to be opened now aver that it is not to be opened. It is suggested that the Chinese Government have been promised moral support in quarters where the opening of this trade route is not appreciated; also that the little difficulties England has had with America and Germany have encouraged the Chinese in obstructive tactics; but seeing the turn these difficulties have taken any encouragement derived from that source must have been short-lived.

On the 11th January fire broke out at the residence of Mr. von Spitz at Tientsin. Two or three rooms were badly damaged before the fire was subdued. The property was insured.

BULKHEADS.

The recent address of Admiral Makaroff to the Chamber of Commerce on the minimising of the effects of collisions at sea, and the references made by His Excellency and Mr. Whiting to bulkheads and their testing, invests the question of watertight compartments with special interest at the present time. It will be remembered that Admiral Makaroff contended that the only efficient test of bulkheads would be to fill the compartments with water, while Mr. Whiting was of opinion that the testing with hose according to the recognised method was sufficient and that bulkheads in all first-class steamers were reliable. It so happened that at the moment this discussion was going on there was a steamer lying in the harbour which afforded an example of what reliance can really be placed on bulkheads. The *On Sang*, a first-class steamer fresh from the hands of the builders and on her first voyage, while entering the harbour struck a rock and made a rent in her fore-hold. The vessel has four holds separated by three bulkheads. The bulkhead separating the fore-hold from the No. 2 hold proved insufficient to prevent the water finding its way into the latter by leakage and it was only kept down by the Dock Company's pumps; the vessel's own appliances would have been inadequate to cope with the inrush, and had a similar hole been made in the vessel at sea, where she could not have been beached, she would inevitably have foundered. As it was, the water reached a height of 3 ft. in the No. 2 hold and did extensive damage to the cargo of sugar. The insurance on the cargo was \$400,000 and the claim, we understand, will amount to about twenty per cent. The bulkhead proved of some value, because without it the vessel would probably not have been able to keep afloat for the short distance she had to proceed to reach a safe beach, but the case is strong evidence in support of Admiral Makaroff's contention that the only reliable test of whether a so-called watertight compartment is really watertight or not is to fill it and try it.

SIGNORINA BELINFANTE'S CONCERT.

There was a large audience at the Theatre Royal on the 19th inst. to hear Signorina Belinfante's concert, amongst those present being H.E. the Governor and H.E. Admiral Makaroff. The concert was most enjoyable and successful—a treat which most of the music loving portion of the community had been looking forward to for several days. When the Signorina passed through Hongkong some months ago she was unable to give a concert, but the most glowing accounts of her performances at Shanghai and in Japan were received and when her concert for last night was announced expectation ran high. Signorina Belinfante possesses a very powerful contralto voice of large compass and she has wonderful control over it, softening down from a very forte note to the gentlest pianissimo. Some of her strong notes, however, sounded rather harsh, occasionally almost nasal, and we should be inclined to think that she was not in her best voice. She was down on the programme for no less than six items, viz., "Che Furo" (Gluck), "Cradle Song" (Randelger), "Il Libro Santo" (Pinsuti), "Non Conosci il bel suol" (Goring Thomas), "Habanera" (from Bizet's *Carmen*), and a duet with Miss Lammert—"When the Swallows Howeward fly" (Abt). She was most enthusiastically applauded for each, having to return on each occasion to bow her acknowledgments, and for "Il Libro Santo" the encore was so persistent that she was induced to respond, singing "Home, sweet Home." The duet with Miss Lammert was not a very happy success, Signorina Belinfante's voice being too ponderous for Miss Lammert's sweet soprano, and they did not sing well together in the first verse; but improved towards the end. Nevertheless they received a very hearty encore, for which they bowed their acknowledgments. After her first solo the Signorina was presented with a very handsome bouquet from Admiral Makaroff.

Several amateurs lent their assistance. Mr. Crow opened the concert with "The Last Man" (Calcott) and was warmly applauded. Surgeon-Major Hayes gave a solo on the Fiji fiddle, "Home, sweet Home," for which he received an undeniable encore, to which he responded with "Drink to me only with thine eyes." The command the performer has over this curious one stringed instrument and the sweetness of the tones he produces are truly wonderful. In the second part of the programme Surgeon-Major Hayes also gave a solo on the cello. Mr. C. H. Grace was in quite his best form and gave a splendid rendering of Goring Thomas's "A Summer Night," in which he had the advantage of a cello obligato by Surgeon-Major Hayes. The second part of the programme was opened with a pleasing violin solo by Messrs. M. Alsberg and C. Schroter, the accompaniment being played by Mr. H. Ehmer. Mr. E. Mirow sang "Blondell's Lied" (Schumann), in which his clear tenor voice was heard to much advantage. The accompaniments were played by Mr. G. Grimble in his usual tasteful and sympathetic style.

The concert was a most enjoyable one and the community will be pleased if Signorina Belinfante can comply with the suggestion which we understand has been made that she should give a ballad concert sometime next week.

WHAT IS PREPARED OPIUM?

At the Magistracy on the 28th January, before Mr. T. Sercombe Smith, the hearing was concluded of a summons against Messrs. Watts and Co., Ice House Street, for having in their possession, on the 10th January, 11 lbs. of prepared opium without a valid certificate for the same.

Mr. Dennys prosecuted on behalf of the Opium Farmers, and Mr. Grist appeared for the defence.

Mr. Dennys, in addressing the Magistrate, reviewed the evidence given on the previous occasions, and said that a man named Lum Sum Yan, had conclusively proved that he went to Mr. Watts and purchased from him a large quantity of stuff called "Vegetable Extract." It was sold practically on condition that it should be taken to Canton, as it was against the law that it should be sold here. The man took it down to the Canton steamer wharf and was followed by an excise officer. Mr. F. Browne, the assistant analyst at the Government Civil Hospital, had analysed a sample of the vegetable extract and he swore positively that it was opium and had been subjected to a degree of artificial heat. He said he found meconic acid, narcotine, and a small quantity of morphine in it. Evidently the opium had been used for the purpose of preparing morphine, and unusual tests had to be applied before the existence of the morphine could be discovered. His Worship could only come to the conclusion after hearing this evidence that the defendant had been carrying on or attempting to carry on a very extensive trade in this prepared opium and relying upon the fact that because a great portion of the morphine had been extracted therefore the stuff was not opium within the medical sense of the word. But his Worship had nothing to do with the meaning of opium as given in the "British Pharmacopoeia," which was that opium was a preparation containing about 20 per cent. of morphine. The Opium Ordinance was passed for the protection of that portion of the revenue of the colony derived from the Opium Farmers, and far-reaching words had been introduced into the interpretation clause. It explained that the Ordinance could not be defied by half preparing the stuff or by partly preparing it, and that all opium that had been subjected to any degree of artificial heat was prepared opium for the purposes of the Ordinance. He asked his Worship to inflict a heavy penalty as it was not a case where Mr. Watts had made a mistake, or thought he was acting *bonâ fide*.

Mr. Grist denied that the man Lum Sum Yan ever went into the defendants' office. One tin of extract was stolen from Mr. Watts's premises and no doubt it was sold to the Opium Farmers. But the main point was whether this stuff was prepared opium. He submitted it was not, as opium, to be described as such, must

His Worship pointed out that the Ordinance would allow no more than \$5 for costs. He had no further power or he would give the prosecution costs.

Inspector Hanson said—About five a.m. on the 15th September last I boarded the *Bellona* at Jardine's Wharf, Praya West, as she was being cast off. I saw the chief officer and told him I had come on board to count the passengers. He pointed to some men on the top of the fore hatch with bedding and clothing. I counted twelve and they possessed return tickets to Singapore issued by Siemssen and Co. On causing the removal of the after hatch I saw the 'tween decks occupied by a crowd of men. I had them sent up on deck. I asked the captain, whom I had sent for, to witness the counting. During the counting he was very impatient and said "I want to get away. I must get away. I'll give you a letter to my agents, who will be responsible for any fine incurred by me." I counted seventy-seven passengers who produced tickets and nineteen who had no tickets. Defendant said "What shall I do?" I said "You have already broken the law, but I can give you the advice that it will be better for you not to go to sea, because, although it will make no difference in the penalty, you have no life saving apparatus for all these people in case of accident." I found that the seventy-seven passengers had paid for passages and were furnished with bogus tickets. The fare to Singapore is \$7.

On Dec. 31st at midnight, which was the time set for the simultaneous attack on all Japanese garrisons in the north, the telegraph line to Kelung was cut, the railway obstructed, and the rebels easily took possession of the village. On Jan. 2nd a detachment of Japanese was sent to attack the place and after considerable opposition succeeded in driving the rebels off and occupied the village, which was afterwards fired. During the conflagration a Japanese coolie was seen running towards them from one of the burning huts, where he had been hidden for two days without food or water. The Japanese loss in the engagement was one killed and three wounded, and rebels killed about ten. Immediately upon entering the village the troops were horrified at the ghastly spectacle of nineteen of their countrymen beheaded and fifty mutilated. It was the railway workmen who had met their death at the hands of these fiends. Many of the survivors told tales of the cannibalism practiced by the rebels although there were no bones but knives found among the bodies of some of the slain. The Japanese are not aware

of the markets in Settlements of Formosa containing the human flesh of the savage for sale. During the savage outbreak of 1891 so great was the loss of life that savage flesh was brought in and sold like pork in the open market. The mutilated bodies, several of them disembowelled and with the hearts cut out, were also minus other parts of the anatomy. Some were found that had been burnt at the stake; the still smoking embers, the charred bodies with the hands and legs still fastened, were an awful scene even for soldiers hardened to the sight of death. Very fortunately for the rebels they had retired out of sight. The most terrible feature of the whole affair is the heartless torture these unfortunate Japanese were subjected to. They were without weapons, and to defend themselves against the spears and swords had only their naked arms with which to guard. The rebels were possessed of guns and ammunition, but no shots were fired, none of the bodies had the mark of a bullet, and why? The reason is only too evident. The celestial fiends reserved them for another death, one more true to the Chinese nature, and the torture, the lingering death, it is impossible to contemplate. The arms of all were found badly gashed and the hands cut in warding off the blows, and in several instances the fingers were severed as they had grasped the blades in their hands in their futile attempts to avoid capture.

The dead body of a Chinese woman who had been killed by the rebels apparently some days before was found in one of the huts, and a little girl half dead from lack of nourishment was found by her mother's side trying in a most pitiful manner to arouse her. The little child was tenderly cared for and taken to Taipeifu, where according to last reports she is now strong and well. After repairing the telegraph line and removing the obstruction from the railroad track, the troops returned to Taipeifu, and on the way it is said the little prisoner was almost smothered with kindness and attention which might have proved serious if the distance had been further, for some of these good hearted fellows thought that hard tack army biscuits were the proper nourishment required for any half starved person, big or small.

At midnight Pat-chi-na, a few miles to the north of Taipeifu, was attacked. A school had been established there for the Chinese and seven Japanese of the Educational Department conducted it. They were warned by the few policemen, the only guard there, of the approach of the rebels, but they were fond of the villagers and were willing to trust in them for protection. The policemen upon being attacked escaped and reached Taipeifu in safety. The last news of the teachers we have from some of the scholars who came to Taipeih at once and reported that when the village was surrounded and all retreat was cut off the Japanese barricaded themselves in the schoolhouse but were eventually taken out alive. I will not attempt to describe the scene, suffice it to say that eventually their remains were found by the Japanese troops in the same mutilated condition as those of Sikkow, the head, heart, kidney, liver, and in several instances feet and hands, were missing. Before the attack there had been employed in Pat-chi-na eight Japanese carpenters. On the day of the attack they were off on a pleasure trip to the sulphur springs. While on the way a crowd of Chinese were seen gathered on a neighbouring hill. Without anticipating any danger, four of them went over to see what it was that interested such a large number of Chinese. The poor fellows found out, but they paid for their curiosity with their lives, the other four escaping to Taipeifu. A Chinese scholar led the Japanese soldiers to Pat-chi-na and pointed out to them the house of one of the rebels. The troops surrounded the place and upon the house being entered they found their man crouching in a corner of the room and several guns and considerable ammunition were found on the premises. When the prisoner was brought forth from the house the Chinese scholar, who possessed a spear, walked up to him, and pointing with it, said—"That's the man who killed the teacher" and before anyone could interfere, he had run him through the body.

At Kim-paoli, which is to the north-west of Kelung, were stationed seventeen gendarmes. At eight o'clock they noticed a crowd gathering

about their quarters. The Chinese began to show signs of hostility and suddenly, with fiendish yells, forced an entrance into the front of the house. The gendarmes succeeded, in getting out in safety through a back entrance, and realising full well that it was life or death, made a charge through the line of rebels who were closing in from the rear, towards a river a short distance away. Across this were woods from which they could expect at least a chance of escape. But of the seventeen only two reached the shelter, and their fifteen comrades fell into the hands of the Chinese to meet their death in a manner to suit the pleasure of the beasts. The two that were safe did not take the same path and one of them, after an uneventful journey, reached Kelung in safety. The other, having lost his way, wandered all night, and in the morning hungry and exhausted he went into a Chinese house in a small village and asked for food. Immediately upon entering the occupants seemed greatly consternated and by motions led him to understand that he was in great danger, and leading him to an upper loft in the house they secreted him behind some boxes and then gave him food and drink. Soon after a band of the rebels came to village, some visiting the house and demanding food, which was given them. After a short time, which seemed ages to the gendarme, they went away. Although able to come down from the close quarters occasionally two days were thus spent in concealment. At last one night he was taken very quietly by several men a good distance into the woods and left alone in a thicket. He thought that he was among friends but did not feel sure in fact; he says that a vision of a Chinese festival for which he had been fattened, and in which he was to be the principal entertainer was with him continually. In a few hours four strangers arrived and beckoning him to follow, led him through the mountains a long tramp, down to the sea shore, and there embarking in a Chinese boat he was taken safely to Kelung. It is not necessary to state that the Chinese engaged in this act of humanity will be well rewarded.

At Kantow, which is between Taipeifu and Hobe, the attack was so sudden, so unexpected, that the ten Japanese belonging to the Telegraph Construction Corps fell easy victims and were disposed of in the characteristic Chinese manner.

At Taipeifu were stationed only about four hundred infantry and the district which they were expected to guard consisted of the walled capital Taipeih, Twatutia, where all the foreigners reside, and Banka, the Chinese city adjoining the capital, this giving an area of about two miles long by a mile broad. As far as the capital was concerned, if there occurred no outbreak within, a couple of hundred men could protect the walls against any reasonable force of Chinese. But as the Chinese had been previously allowed to go and come as they pleased, the Japanese were not at all certain but that their greatest enemy might be confined within the city, consequently no troops with the exception of a few sentries could be spared for the outer cities. The Japanese had been warned of the intended attack and the coolies, whom we must give due credit for their valuable services, were each armed with a bamboo having a sharpened point which converted it into a spear of no small service. They were sent through the settlement scattered here and there in little groups, where they eagerly waited for the rebels. Japanese merchants, armed with their native swords, were hurrying here and there, but not a Chinese could be seen as none were intentionally allowed in the streets. A little before midnight of the old year a signal fire was seen burning on a hill to the north near Hobe; it was answered from a hill to the south and before the flames had died away firing commenced outside the south-west gate of Taipeifu, the rebels having taken up their position in a line of bamboos about 1,000 metres distant from the wall. The Japanese at once returned the fire from the walls but excepting the intermittent fire no attempt was made by the rebels to gain an entrance to the city. On the first of January the firing was continued at intervals and again that night, although no advantage was gained on either side. Having no artillery the Japanese brought into play some of the mountain guns captured from

the Chinese. The rebels were provided with a mountain or field gun but for some unexplainable reason, although it was placed in very close range and made a terrific noise, still nothing was seen of shells or shot. No doubt the rebels assumed that the noise of the big gun would be sufficient to frighten the Japanese from the city. The occasional attacks at long range on the city wall were in one way very amusing. The rebels' efforts were solely confined for three days to rifle firing against the immense stone wall that surrounded the city. There was consequently no loss of life until on the second day a detachment of the Japanese troops left the city, and making a charge on the rebels routed them from their position in the bamboos losing two men wounded but killing about twenty of the enemy.

An attack had been made on Hobe, but unsuccessfully. The rebels were able to shut off the capital from all outside communication, and the first launch to ascend the river was the recipient of quite a vigorous fusillade from the shore. It was impossible to find out the exact number of rebels, the Chinese telling the same wonderful tales as of old, among which the number of rebels were placed at ten and twenty thousand armed men. That Liu had returned and was leading the rebels, and that ten English men-of-war had arrived at Hobe, had shelled the Japanese fleet and sunk four of their war ships, are specimens of the countless reports that were current.

The Japanese moved all their supplies and stores into the city, and arrangements were made by Admiral Tsunoda, who was then in charge, and who is ever considerate of the foreigners, that they should be provided quarters in the Government House if the situation warranted, and the Japanese were prepared for a siege, but fortunately the overwhelming Chinese army failed to materialize and on the fourth 1,800 Japanese troops arrived from Kelung, and the danger was over. The coolies were relieved of their improvised spears, the volunteers consisting of civil officers were disbanded, and with the exception of martial law with numerous guards scattered about the streets, challenging every one coming their way, and permitting no Chinese on the streets after nightfall, Taipeifu is as peaceful as ever.

January 13th.—General Oshima arrived with 3,000 soldiers from Japan and we may expect to have the rebels expressing their regrets in a few days.

Taipeifu, 15th January.

The rebellion of the last few days in North Formosa will no doubt give rise to all sorts of suppositions, on the part of people who know nothing of the island, its inhabitants, and the position occupied by the Japanese. To that class, if they wish to be informed as to the true condition of affairs in Formosa, it is above all necessary to understand the nature of the inhabitants with which Japan has to deal.

The population of Formosa—who can estimate its peoples? The central and eastern parts of the island, in many districts the "red headed" man has not yet been seen, and the greater portion of the whole is almost unknown and at least undescribed.

It is here where the mountain sides have retained their valuable virgin forests almost impassable with the intermingling undergrowth, the jungle of creeping vines, rattans, and innumerable plants; where the plains and valleys are covered with tall grass eight or ten feet in height, that we find the home of the Formosan savage, a being whose rank in life is determined by his success in bagging Chinese heads. It is not with this class that a statistician would look for census returns, and were he desirous of gaining even a rough estimate and would not be adverse to a personal investigation he would find himself mixed up in a bewildering chaos of tribes, bitterly opposed to each other and subject to countless jealousies; and were he to leave his newly made friends and attempt to penetrate into the territory of an enemy, the census returns would at least for the "red heads" be reduced by one, and that speedily. By foreigners who have spent many years in Formosa in close proximity to the savage territory, it is commonly thought that between two hundred and fifty thousand and three hundred thousand

persons would come near the mark, but this number should scarcely be given even as an estimate, as there is so little upon which to base an estimate. So let us call it a guess. I am safe in assuring the English journal *Fairplay*, however, in its column article of errors regarding Formosa that in stating the savage population as two millions and a half it is making an assertion that would do credit to the most brilliant imagination of a Chinese. Incidentally I might also enlighten this journal with the information that Tamsui harbour has been entered by steamships for a good many years, regardless of its statement that only junks could enter.

The Western half of the island, the Northern and Southern districts, which are the only portions of the island thoroughly explored, are thickly settled by Chinese and a considerable number of civilized aborigines. The population is estimated at two and a half millions and the calculation does not appear excessive; in fact, considering the great increase of Chinese from the mainland during the last few years perhaps two hundred and fifty thousand could be safely added. It is true that the Japanese flag flies in name over the whole island, but it is only in the last mentioned districts that any attempt to govern has been made, either by them or their predecessors.

Since the arrival of the Japanese the meetings with the savages, of which there have been many, have all been of the most friendly nature and the glee of these people at being released from the constant persecution of the Chinese has led them to look upon the Japanese as their benefactors.

The savages have always been friendly with the foreigners, or "red heads" as they call them, and unless the Japanese make some blunder in dealing with these people they will no doubt continue so. Regardless of the reports in different papers, some of which insisted upon representing the Hakkas as the savage aborigines, I repeat there have been no conflicts or even disagreements of any kind between the Japanese and these wild sons of the hills.

Formosa, when opened for Chinese settlement, with its great resources and its miles of wild land which offered retreats where to a certain extent the laws of the Empire could be evaded, was looked upon by the celestials as the Eldorado of China. These considerations, which attracted so large a number of settlers, strongly tended to make it the abode of a race of outlaws—thieves and swindlers who had been obliged to fly from their country. When once they reached Formosa they retired to the distant hills, and there lived without constraint, not dreading the avenging arm of justice. These were the men who, heading rebellions, so often disturbed the peace of the island. In many cases the colonists entered into close compacts, and by combining together frequently defied the power of the mandarins. When, however, they were in danger of being driven to submission and were convinced of their weakness they either yielded quietly or betook themselves to the mountains, where they associated with the lawless class who inhabited those retreats. When a fit opportunity arrived for taking revenge they descended upon their oppressors, and the Government forces were often defeated. The Chinese officials had never succeeded in putting down entirely these bands of outlaws, whose strongholds in former days were almost impregnable. Consequently we find to this day the houses of the rich men throughout the island had been constructed with more of the idea of a fortress than a residence. The policy of bribing the chiefs to submission and of making a few helpless and often innocent wretches the victims of their wath, so common among the Chinese, has repeatedly and for the time been most successfully adopted. While the Chinese were in north Formosa to such an extent were robberies carried on through the country that many of the villagers paid regular toll to the bandits, and one foreigner, who was originally engaged in distributing religious tracts in Japan, while at one of the interior villages was forced to "shell out" twenty dollars a month as his share, in return for which the banditti agreed to make the village their head quarters and keep all other robbers out.

Of late years the Chinese Government ruled over the peacefully inclined Chinese with all the tyranny and abuse which characterises the Go-

vernment on the mainland, but politically inflicted no more law on the hill men than they thought they could safely stand. Perhaps of any class excepting the savages the Hakkas caused the most annoyance. They principally lived near the savage border, where they were engaged in tricking the savages in the most dastardly manner with the accompanying pastime of mutual extermination. One thing however to be said in favour of the Chinese in Formosa is that they have always been more friendly to the foreigners than their kinsmen on the mainland, and as a whole have for the last few years been considered peaceful.

Upon the arrival of the Japanese troops there were stationed throughout Formosa about eighty thousand Chinese soldiers consisting of at least thirty thousand men from Canton, Hunan, and Swatow, etc., the scum and refuse of the Empire, and the remainder native local levies in which the bad characters in the island predominated.

It was well known both here and on the mainland that criminals had been released to go to Formosa and fight, and even leaders of the local levies were in some instances outlaws with a price on their heads. That the majority of these ex-soldiers are still in the island cannot be doubted. Of the native levies probably they are here to a man. Of the mainland troops of thirty thousand, eight thousand from north and five thousand from south Formosa were sent by the Japanese to the mainland. This leaves eighteen thousand to be accounted for. Perhaps five thousand were killed in battle, a few, a very few, escaped by junks. After the capture of Kelung the majority escaped inland and those, with the exception of the few who were killed by the local Chinese along the way, joined the forces scattered in the villages throughout the South.

During the last of the revolution when the Chinese troops were being forced towards Anping by the Japanese forces north and south they, with the exception of the five thousand "Black Flags" who surrendered, retreated into the interior. The villages in the hill districts and off the beaten tracks had to suffer for upon them were thrown these runaway soldiers, who having formed in bands spread terror among the respectable Chinese, forcing them to give food and shelter and even assist in their fiendish raids on other defenceless villages. During the months of November and December these bands, uniting with the Hakkas, made it warm in several instances for reconnoitering parties of Japanese, but General Nogi with the second division dispersed most of them from the south.

Several thousand workers in the camphor districts previous to the arrival of the Japanese had for a year profited by the approach of war, which absorbed all the attention of the Chinese officials, and were thus able to carry on their labours in their own sweet way, considering taxes things of the past.

The Japanese have been thoroughly investigating the camphor industry, but as yet the method of controlling it has not been completely determined. Meanwhile those who possess documents showing that they were allowed formally by the Chinese to engage in the Camphor business are now generously permitted to continue, but the large number of Chinese who have been working without permission now expect to be turned out of the district, and no doubt have and would aid in any rebellion against Japanese authority. The Chinese have on a few occasions been subject to false arrests, seizures of property, etc., by the Japanese petty officials, who, being unfamiliar with the Chinese character, take the lying and misrepresentation of the Chinese under trial as signs of guilt. Every long time resident in China knows that its people have a facility for mixing themselves up in an almost incredible manner, although by following the facts a case might have been one that would have resulted in their release. When cases are brought before the higher officials, if there has been injustice, it is rectified, but meanwhile the Chinese have been subject to considerable loss and have been driven nearly wild with fear of the executioner's knife.

The Japanese coolies and soldiers naturally have not much love for the Chinese, and one can scarcely blame them, and unfortunately when

out of range of the officer's eye they make it disagreeable for the Chinese in many ways. It is a great misfortune that the praiseworthy efforts of the higher officials who have the welfare of all Formosans so much at heart should be thwarted by the blunders of petty officials and the ill-treatment of the Chinese by the soldiers and coolies.

Thus with the Chinese ex-soldiers who have found the lucrative profession of a brigand more to their heart than the glory of a soldier. The Hakka's highest ambition in life is to make trouble and kill savages—that is, when they can do it without personal danger. The large numbers of coolies, the scum of the island, and added to these the occasional Chinese who have a real or fancied grievance against the Japanese, make a force of considerable number, which if united would be able to annoy the Japanese by making unexpected attacks on the weaker garrisons and retreating as usual when reinforcements arrived. But here I must impress the reader with the fact that the peaceful Chinese, the landowners, the farmers, in fact all who have property, are not found among this class, except as they are sometimes forced to aid them, and that there are two hundred and fifty peaceful Chinese where there is one rebel. Nevertheless the Japanese cannot afford to have thousands of troops scattered throughout every district, neither can they allow the peaceful Chinese to be murdered and plundered. General Oshima has arrived with three thousand troops and the class of rebels and bandits must be cleared out of the island. Whole Formosa with the exception of the savage territory must be thoroughly traversed; those who surrender should not be allowed to return to their retreats, as has been the policy of the Japanese in the past, but must be banished to the mainland, those who resist—they must take the consequences. If the Japanese have any regard for the future peace and prosperity of the island we hope that this class of opponents will find out that the Government of Japan is one which protects the people under its flag whether they be Japanese or Chinese.

16th January.

The Japanese have been rather unfortunate in loss of ships; the third vessel in a little over a month is now breaking to pieces near one of the islands to the north-east of Formosa. The coast surveys are being completed as fast as possible that repetitions of these disasters may be to a great extent avoided.

The steamship *Hosho Maru*, of 714 tons burden, left Kogoshima, Japan, on December 24th with 222 passengers and 600 tons of cargo, intending Formosa as her destination, and expecting to arrive there in five days. At 4 a.m. on the 28th when about 242 miles to the south of Naha, of the Loochoo group, and 130 miles to the north-east by east of Formosa she ran on to a reef while going full speed. All efforts to get her off were futile. Upon making an observation the ship was found to be about five miles off the port of Ishigakki island, which belongs to the Yiyama group. The crew consisting of 72 hands turned their attention towards getting the passengers and cargo on shore. With the ship's boats and two boats which were secured from the island, unloading was carried on night and day until the morning of the 31st, when all were safely ashore. The inhabitants of the island cared for the passengers and crew, but as it is small and sparsely populated but little food was to be obtained. So the three hundred shipwrecked men had to be contented with reduced rations, and the prospect was not bright, for the regular steamer, the only communication with the outside world, which usually called at this island monthly to bring supplies in trade for the native products, had been sent to Osaka for repairs and would not return until February. The chief officer with six men volunteered to attempt the voyage to Formosa in one of the ship's boats. As the sea to the north of Formosa has the reputation of being of a bad character it was not at all sure but what an encounter would be fatal to this small open boat and its crew, so persons setting forth the situation were sealed in tin cans, with the hope that if the boat were lost, the messengers would seek a safe harbour somewhere along Formosa.

and that they might be the means of eventually relieving the men of Ishigakki. But fortunately the weather was clear and calm, and the little party reached Kelung in safety. The *Dogo Maru* was at once sent to the scene of the wreck and will return with the passengers and cargo to Formosa. The government were in no way interested in the doomed vessel, the sole loss falling on a Mr. Hashigume who had chartered her.

JAS. W. DAVIDSON.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
TAIPEIFU, 23rd January.

Battles took place with the retreating rebels near Zelan on the 17th and 18th inst. The rebel loss on the first day was three hundred killed and on the second day sixty. The Japanese loss in the two engagements was fifteen.

DIOCESAN SCHOOL AND ORPHANAGE.

DISTRIBUTION OF PRIZES BY THE GOVERNOR.

At noon on the 27th Jan. his Excellency the Governor, Sir William Robinson, distributed the prizes to the pupils of the Diocesan School and Orphanage. There was a large attendance of friends, amongst those present being the Right Rev. Bishop Burdon, Hon. W. M. Goodman (Acting Chief Justice), Rev. R. F. Cobbold, Mr. G. Piercy (Head Master), and Captain Sterling, A.D.C.

Mr. Piercy, the Head Master, submitted his annual report as follows:—

The school has been uninterruptedly carried on much as in former years. Careful attention has been paid to health and physical as well as mental and moral training. Happy Valley being so far away, cricket, football, and other games have been played twice a week on the rough patch of land near Robinson Road granted by the Government for the use of St. Joseph's College, Victoria English School, and ourselves. The ground is very uneven and forms two terraces. It would be a great improvement if it could be levelled; this should not cost much. In summer the boys have regular excursions for sea bathing and swimming.

The present members of the staff have worked well and harmoniously. Mr. Blayney came in February to take the place of Mr. Cooke, who has gone to South Africa. In August Mr. Ralphs arrived from England; he is a trained and certificated master and an associate of the London College of Music and has greatly assisted Quartermaster-Sergeant Gornell in bringing our drum and fife band to its present state of efficiency. Mr. Barclay has been here sixteen months. It is with great regret that we find the condition of the School funds necessitates our giving up his services, at any rate in part. The school grows steadily larger, and particularly the boarding department; the boarders number between 60 and 70, and come from Japan, Borneo, the Straits, and all parts of China. Their supervision in dormitory, lavatory, dining-room, and playground involves a great amount of work in addition to teaching in school hours; and if a master falls ill, as is likely in this climate, the pressure on the others becomes greater. The income from fees was \$1,200 more than in 1894 and was the highest ever attained, but unfortunately the subscriptions and charitable contributions were less.

Last January five boys entered the Belilios Medal and Prize Examination, of whom S. Elphinstone won the second place, Burns the third, T. Benning the fifth. But although twelve months have elapsed they have not received either medal or prizes. No examination has been held this January.

At the Oxford Local Examination in July 3 Seniors entered and all passed; of 9 Juniors 6 passed. This is equal to former years. A new examination called Preliminary was held for younger boys: 11 entered, of whom 4 passed. This is fairly good for a first effort, especially as one boy Ford was distinguished in geography and religious knowledge and was placed in the Honours division. So far as I am aware no Hongkong candidate had previously attained to Honours at the Oxford Locals. Of 83 Hongkong competitors only 36 passed; of our 23 candidates 13 passed, which may be considered

satisfactory for a school whose average attendance has just risen to 100.

At the Government examination on the 13th and 14th instant 82 boys were examined (several boys had gone away to the country), 73 passed or 89 per cent. (last year 97 per cent.) In English history, English composition, and elementary science 100 per cent. passed: reading, geography, physical geography, 97; writing, 96; Euclid, 90; grammar, 86; mensuration, 85; dictation, 79; arithmetic, 75; algebra, 61. These percentages are not quite equal to last year. This is due chiefly to two causes: (1) the unusual amount of sickness in the autumn and winter caused boys to be often absent and others to go off to their native villages; (2) the extreme difficulty of certain papers in arithmetic and algebra; simple-looking problems often prove very complicated and tedious in solution.

The increasing number of schools where English is taught by Chinese has had a perceptible effect on our lower standards, which are becoming the smallest classes in the school, whereas formerly they were the largest. Now that the colonial finances are flourishing we are hoping the Government will be able to revive the Government scholarship which has been in abeyance three years, but formerly furnished such an incentive to study.

Our best thanks are due to Dr. Atkinson for careful attention to sick boys; to Mr. T. Jackson for kindly contributing to the Christmas tree; and to Sir F. Clarke, Hon. W. M. Goodman, and Hon. E. R. Belilios, C.M.G., Rev. R. F. Cobbold, Messrs. Ho Tung, J. D. Humphreys, T. Jackson, A. B. Johnson, A. Mackie, W. Quincey, and G. Sharp and three former pupils for again providing the prizes.

SCRIPTURE EXAMINATION.

"I have again examined the teaching of Holy Scripture in the school, and can report very favourably on the result. Great pains have evidently been taken both by masters and boys, and the papers sent in show that most of the boys have understood what they have been taught. The marks are on the whole better than last year. In each form, except in the two lowest, the second boy is very nearly equal to the first, so that besides the prize winners the following boys deserve honourable mention:—Elphinstone, Long, Macbeth, Tregillus, Fan Kow. The boys should be taught to write more concisely in an examination."

"R. F. COBBOLD, M.A."

HONOURS WON BY PUPILS IN 1895.

Oxford University Local Examination.—*Seniors* (with title of A. A.)—T. Penning, W. Burns, S. Elphinstone. *Juniors*—H. T. Pegley, H. S. Pevan, Chan Kwok-tin, D. Elphinstone, C. Hayasaki, H. R. C. Moore. *Preliminary*—E. S. Ford; III. Class Honours, distinguished in Geography and Religious Knowledge, G. Penning, R. H. Kotewall, L. Long.

Belilios Medal and Prize Examination.—S. Elphinstone (2nd); W. Burns (3rd); T. Penning (5th).

CLASS PRIZES:—*Seniors*—S. Elphinstone. VII. Standard—E. S. Ford. VI. Standard—R. H. Kotewall. V. Standard—Li Cheung-hau. IV. Standard—(1) Li Chi-on, (2) Chan Tin-yau. III. Standard—Chan Yau-teng. II. Standard—Choy Po-sin. I. Standard—Kaw See-hoe.

SPECIAL PRIZES:—*Senior*—Euclid and Physiography, H. R. C. Moore. VII. Standard—Mathematics, C. Hayasaki. VI. Standard—Algebra, Euclid, and Physiography, L. Long. V. Standard—Algebra and Euclid, W. Heiners. IV. Standard—Algebra and Euclid, Kong Shan-fak. Music—C. Hastings. Drawing—Tsu Ying-yeung. Band (Fifes)—Tang Shing, (Drums) C. Hayasaki. Drilling—T. Macbeth. Map drawing—Lam Chuh-shang.

SCRIPTURE PRIZES AWARDED BY REV. R. F. COBBOLD:—VII. Standard—A. J. Mackie. VI. Standard—R. H. Kotewall. V. Standard—J. Ho-ching. IV. Standard—Li Chi-on. III. Standard—Lam Kam-fak. II. Standard—J. E. Piercy. I. Standard—A. Piercy.

GOOD CONDUCT PRIZE AWARDED BY THE BOYS' VOTES:—P. Tregillus.

After distributing the prizes, His EXCELLENCY said—My Lord Bishop, ladies, and gentlemen, owing to the cruel kindness of my friend and spiritual adviser the Rev. Mr. Cobbold, I find myself again in the difficult position which I have occupied on several previous occasions. I really thought that this year I was safe, for what did our good Bishop say in 1894? I will jog his Lordship's memory. The words you used, sir, were as follows, and they were used in Mr. Cobbold's presence, "To at-

tend these occasional year after year—one being very much the same as another—and to make a speech at each must very often be a bore." (Laughter). On that occasion, as on this, there was a "chief among us taking notes" and as he "printed" them I fairly expected that they would be fresh in the recollection of the Bishop and Mr. Cobbold, and that some newer and more eloquent and ready orator than myself would have presided this afternoon. Such not being the case, I must come to the conclusion that the Bishop and Mr. Cobbold are two very hard hearted men and that they have combined together with a view of my sacrificing myself on the altar of boredom. Nevertheless, it is now my clear duty, with all deference to the views of a very able writer in the colony, to proceed like the Israelites of old to make the proverbial bricks without the proverbial straw. I have, however, two or three little bits of straw to fall back upon in these returns with which I have been kindly furnished by Dr. Eitel, and after I have made use of them I will hand them over to the representatives of the press for publication. Well, ladies, and gentlemen, as they say at all public meetings, you have heard the report read, and I must say I think it is a very satisfactory one. This school, I would remark, is a charitable one, and to the public it is a most practically useful institution. At the risk of repeating what the Head Master has said I would call your attention to a few statistics. The average attendance has been progressive on the whole since 1890, and there is a marked improvement between 1894 and 1895, probably connected with the plague. In 1894 the average attendance was only 78, and in 1895 it was 100. The proportion of scholars examined has steadily increased—in 1890 it was 71, in 1895 it was 82. The last examination shows a slight falling off in the number of passes in the lower standard, but there is a corresponding increase in the passes gained in the higher standards. The Government grant earned has steadily if slowly increased. In 1890 it was \$984; in 1895 it was \$1,275. This amount, however, is hardly ten per cent. of the current expenditure of the school. The strong point of the Diocesan School lies in the teaching of the higher subjects of an English education, and in imparting a good grasp of the English idiom in speaking and writing. Dr. Eitel tells me that the papers in Euclid, physical geography, elementary science, and history displayed a sound mastery of the rudiments of these subjects. The majority of these papers I am informed were unusually good. In fact, the examination of the higher classes displayed the results of a superior style of teaching. Mr. Piercy and his assistant masters are to be congratulated most heartily on these most satisfactory results. There were, as I said before, fewer passes gained in the lower standards than there ought to have been, but I believe that some of the papers were unusually stiff; therefore the boys who failed need not be disheartened, but must try again. Boys, I must tell you that these examinations are meant to test the extent of the knowledge you have attained to, and your readiness to meet any emergency which would require the practical use of that knowledge. They are therefore of very great value in more ways than one. I am very pleased to find—and this remark I think applies to all the schools in the colony—that the books which I have given away as prizes are very useful books in most cases. A study of such books will be of lasting benefit to you. They will enable you to utilize your odd moments to advantage instead of wasting them. Some of them are books which you can always keep by you, and to which you may refer for useful information on important subjects. They are a great improvement on the rubbish which is so generally patronised. There are two matters mentioned in Mr. Piercy's report which I will look into—the first is levelling the piece of ground which the boys use as a playground, and the second is the possibility of reviving the Government Scholarship. And now, boys, I ought to say something more to you, something that may be useful and stimulating to you. I have often told you and all the other schoolboys in the colony that if you wish to get on in life, and to succeed in life, you must be industrious and must be persevering. If you are not you will, as our American cousins

say, "take a back seat," I can assure you. There are two characteristics, however, which I may not have mentioned to you before which are well worthy of your study. They are hopefulness and faithfulness. Now I suppose many of you boys have read the "Pilgrim's Progress," by Bunyan. If you have not, you should get your parents to buy it for you. It is an excellent book. The hero is named "Christian," and in his pilgrimage he was accompanied by two companions named "Faithful" and "Hopeful." There are few things of more importance to boys and of greater value in all periods of life than good companions. I advise you most strongly to have as good companions as "Christian" had. By doing so you will be faithful and hopeful at all times. You will be faithful to your friends, faithful to your employers, to yourselves, and, what is more important, faithful to your God. Besides that you will be hopeful and free from despondency in times of adversity. Now I can give you an example of faithfulness. You have all heard of Dr. Livingstone, the great traveller and philanthropist. Well, he died in the heart of Africa. He was accompanied by two black boys only. When he died did they desert him? No. They travelled for nine months through the deserts of Africa and after much trouble and difficulty they brought his remains to a place, from whence they were shipped to England. They were faithful to their master in his life and after his death. This is the sort of faithfulness which we should all emulate. As an illustration of hopefulness combined with faith I would point to the case of another great traveller known as Mungo Park. Mungo Park was the first of modern Europeans who reached the well-nigh fabulous waters of the Niger. He lost his way in the heart of Africa exactly a hundred years ago. After wandering about for several days he came across a small green plant, and it at once occurred to him "that if that beautiful plant had been placed in the centre of the wilderness" and had been nurtured and sustained by God, the same great power would sustain and not desert him. This small incident gave him heart again and awoke within him that faith and hope which led him to continue his journey to a safe termination. Well, boys, let us all, in addition to cultivating industry and perseverance, which are so necessary for success in the everyday business of life, cultivate also that hopefulness and faithfulness which are so essential to our existence, and so necessary for us to have as our companions through the toilsome journey of our lives here below. I thank you, ladies and gentlemen, very much for coming here this morning and for thus showing your interest in this institution. I congratulate the prize winners on their success. I urge those who have not gained prizes to try again, and I wish for the Diocesan School many years of future prosperity. (Loud applause.)

Bishop BURDON—I am very sorry, sir, that my words were so imperfect that I made such a blunder as it seems I did last year. I will just explain that when I said "a bore" I meant a bore to yourself and not to us. I rise now to simply express my own and the Committee's thanks to your Excellency for coming year after year to give us kind and hearty advice for our well being. I have nothing else to say except with reference to the state of the school. Everything, as we have heard, has been satisfactory through the year. The numbers are very good, not compared with those of 1894, but with the year before. One hundred was the daily average attendance for the past year, whereas for 1893 it was only 85.74. On account of the plague the attendance in 1894 was of course lower, but compared with 1893 the numbers are much larger and most satisfactory; so was the teaching, so is the staff, and so were the general arrangements that have been carried out. There is, however, one drawback, and it is a very serious one. We shall have to make a special appeal to our friends to help us. We are unhappily very deeply in debt. It is supposed that most institutions should be in debt, but I wish our funds were not quite so low as they are now. The chief cause has been the increase of expenses in various ways, and with an increase of numbers there has of course been additional expenditure in maintenance, so that more than \$500 has been spent in maintenance over the expenditure of the previous year. The in-

come has unhappily fallen off immensely. We had two special helps during the previous year. One was a special donation of \$200 from the Freemasons, which was not renewed during last year, and the other was a bazaar which produced \$265, and we had nothing of the sort during the past year, so that we are very largely in debt in consequence of the success of the school, and I hope we may be able to find friends who will help us in our difficulty, for there can be no question about the teaching and the general success of the school. I would just like to read a note that Dr. Eitel sent to me a short time ago. He sent it with the tabulated results of the examinations and thinks, as he says, the tables will speak for themselves. He adds "I consider the result, particularly in the higher standards, very satisfactory, for the test applied is reasonably severe." As a curiosity he adds, "I enclose a paper written by a Chinese boy! The unaffected testimony of the religious spirit prevailing in this school furnished by this paper seems to me very touching." I will not read the paper, but I will hand it to your Excellency to read over. Under these circumstances we have every encouragement to proceed, and we hope friends will come forward and help us in our difficulty. Mr. Piercy has asked me to say that the vacation begins to-day and that the school will be re-opened on Monday, the 24th February. (Loud applause.)

During the proceedings the drum and fife band gave selections of music and the boys sang two songs and concluded with "God Save the Queen."

CENTENARY OF THE LONDON MISSIONARY SOCIETY.

PROPOSED PUBLIC MEETING.

At the invitation of a provisional committee desirous of arranging for a public missionary meeting, about forty ladies and gentlemen, interested in Christian Missions, met at College Chambers on the afternoon of the 22nd Jan.

On the motion of Dr. EITEL it was agreed that Dr. CHALMERS should take the chair.

In a few words the CHAIRMAN expressed his pleasure in meeting the friends of foreign missions, and called on Lieut. Kelsall, R.E., the hon. sec. of the provisional committee, to say what had been done.

Mr. KELSALL stated that about a month ago a few residents in the colony who were anxious to arouse more active sympathy with Christian Missions discussed what could be done, and agreed that as this was the Centenary year of the London Missionary Society a public meeting in connection with this event afforded a good opportunity of bringing the subject before the general body of residents. In connection with this proposal they had received very encouraging promises of sympathy and help from the Bishop, the heads of the respective missions and churches in the colony, and a number of public men. It was therefore proposed to form a representative committee to make all arrangements for a public meeting.

Rev. J. W. PEARCE, of the London Mission, moved, and Rev. G. J. WILLIAMS, of Union Church, seconded, that the provisional committee, which had so successfully made the preliminary inquiries, should be asked to become a permanent committee with power to add to their number. This was carried, and it was also passed, on the motion of Rev. W. MUSSON, seconded by Rev. G. REUSCH, that the Bishop, Mr. Jackson, Dr. Ho Kai, Mr. Tarn, Mr. Wong Shing, and Mr. G. Murray Bain be requested to join the committee.

It was moved by Mr. CRAWFORD, seconded by Hon. HO KAI, and carried, that the Committee of the London Mission be asked to confer with the committee as to the arrangements for the public meeting.

A vote of thanks to Dr. Chalmers closed the proceedings.

General Hsiao Chen-chiang, Commandant of Huchün or Shanghai local garrison, a military officer well known to foreign officials there, has, the *N. C. Daily News* states, been cashiered and dismissed the service by an edict of the 17th instant. He was denounced by the Viceroy Chang for drawing pay for a considerable number of men not on the regimental roll.

ST. JOHN'S CATHEDRAL.

The annual general meeting of the seat-holders in and subscribers to St. John's Cathedral was held at the City Hall on the afternoon of the 22nd January. The Right Rev. Bishop Burdon presided, and there was a good attendance.

Hon. W. M. GOODMAN (Acting Chief Justice) moved the adoption of the report.

The CHAIRMAN suggested that it would be well if those gentlemen who were kind enough to collect the offertory would remain behind in the vestry and assist the Rev. Mr. Cobbold in counting it, so that the accounts could be properly audited.

Hon. F. A. COOPER seconded the resolution, which was carried.

The members of the Church Body were then elected. The Chairman announced that the Acting Chief Justice did not desire to remain a member of the Body as he might be called upon to give a legal opinion on matters connected with the Church. The following members were elected:—Messrs. G. B. Dodwell, T. Jackson, F. A. Cooper, C. Ford, R. M. Rumsey, and E. Osborne. Mr. W. Macbean was elected auditor.

The Cathedral regulations were then passed, and the meeting concluded.

HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

The ordinary general meeting of the Hongkong Land Investment and Agency Company, Limited, was held at the offices, Victoria Building, on the 23rd Jan., at noon. Hon. J. J. Bell-Irving presided, and there were also present—Hon. C. P. Chater, Messrs. N. A. Siebs, D. R. Sassoon, M. D. Ezekiel, S. St. Michaelson (Directors), A. Shelton Hooper (Secretary), Hon. A. McCouchie, Messrs. G. Murray Bain, G. C. Cox, J. H. Cox, V. H. Deacon, N. J. Ede, J. M. Forbes, C. Ford, E. Georg, J. M. Goosmann, R. Shewan, R. K. Leigh, W. Parlange, C. S. Sharp, and A. Woolley.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, before proceeding with the business of the meeting I desire, on behalf of the Directors, to express their sincere regret at the death of their colleague Mr. Poon Pong, who was a member of this Board since the formation of the Company. The report and accounts for the past year having been in your hands for some days, I will, with your permission, take them as read, and I trust you consider them satisfactory. You will observe on reference to these that our mortgage account again shows a considerable falling off, and consequently the revenue from this source is correspondingly less, while our rent account has increased, owing to the larger amount we have invested in property. The total amount on mortgage and invested in property when we closed our accounts was \$4,310,360.66 as against \$4,406,166.59 on the 31st Dec., 1894, yet our total revenue from these sources shows an increase of \$6,693.24 over that of the previous year. As I have already stated, our properties have continued to improve in their returns, but it must be borne in mind that the whole sum of \$1,797,736.54 has not been invested for an entire year, and that in this amount are included our "undeveloped" properties, consisting for the greater part of reclamations, which there is little doubt in the near future will produce a satisfactory result. The amount earned for commission has again increased, and exceeds that of the previous year by over \$1,600 and of 1893 by \$5,200. The Company's properties have all been kept in thoroughly good order, which accounts for the somewhat large sum shown under the heading of repairs, and which will, I fear, have to be pretty well continuous on account of the stringent regulations made by the Government and the Sanitary Board in respect to house property. You will observe that we carry forward a larger amount than hitherto, as your Directors, taking into account the falling off in the demand for mortgage and the low rates of interest now ruling, deem this course more prudent than the payment of an

increased dividend. It does not occur to me to make any further remarks, but I shall be pleased to answer any questions any shareholder may desire to ask.

Hon. A. McCONACHIE. There are two questions I should like to ask. The first is, Have you had a report from an independent expert about your mortgages? The second is, Do you place the interest on undeveloped properties to the debit of revenue account?

The CHAIRMAN—The answer to your inquiries is "No" in each case. No interest is charged at all on undeveloped properties.

Hon. A. McCONACHIE. Thank you.

Mr. C. S. SHARP. Mr. Chairman, I think shareholders must have observed with gratification the increase in the revenue which the Company derives from its investments and property. I hope that this increase may be capable of expansion in the near future, because I notice that taking the amount invested in property and the rents derived therefrom we only get a return of something like 4.15 per cent., or taking off the amount charged to repairs to house property, the return dwindles down to 3.84 per cent. You have just been good enough to tell us that several of the Company's undeveloped properties are likely to show a considerable increase, and I hope this will prove to be the case. With regard to the matter of the Company's mortgages we have now advanced something like two-thirds of the capital on these mortgages, and considering the importance of this matter I think, if I might suggest it, it would be well for the Company in future to give some sort of report annually, as is done by other companies in Hongkong, as to whether these mortgages have been looked into and the properties afford satisfactory security for the amount invested. I do not think I have anything more to say.

The CHAIRMAN—I am glad to say I am in a position to tell you that in every instance the mortgages are well covered. With regard to the first part of your remarks I may say that in the developed properties held by the Company there are only two instances, and these are small properties, in which these give us a return of less than 6 per cent. In every other instance these properties give a return of from 6 to 13½ per cent. One reason that the return of interest appears low is that there are many of the new investments made only very recently and consequently their returns are only for the last few months of the year and not for the whole period under review.

Mr. SHARP. I see.

The CHAIRMAN—As there are no further questions I beg to move that the report and statement of accounts as presented be adopted and passed.

Mr. SHEWAN. I have very much pleasure in seconding the motion, and I congratulate the management on the statement they have submitted and the improvements shown therein. I think Mr. Sharp, like the gentleman who wrote to the *Daily Press* the other day—(laughter)—has been unintentionally a little unjust to this Company. The amount invested on mortgages is not, I think, at any rate there is no reason to suppose it entirely cash belonging to the Company. Some of it is probably borrowed, for I see on the other side accounts payable amounting to \$442,000 odd. Now suppose the Company, for the sake of argument, has borrowed \$400,000, that would leave \$2,100,000 cash advanced, and the return on that is about 8 per cent., which is very different from what the writer in the *Daily Press* made out, which was something like, I think, 6 per cent. I also notice an increase in the commission account from \$7,300 last year to \$8,925.96 this year, which is also a gratifying improvement. The improvement may to some people seem slow and perhaps not very substantial, but still it is steady and gradual, and those people must remember that houses cannot be built all at once, nor can suitable tenants be found for them without loss of time; and loss of time means loss of interest, and loss of interest means loss of revenue. It is a mistake to expect large profits from this property all at once. This is not a speculative stock; it is a stock eminently for the cautious and careful investor who, above all things, seeks safety for his investments. (Hear, hear). Such an investor at home would receive from consols something less than 2½ per

cent., while here we are receiving very little less than 6 per cent. on our original outlay. It may seem out of place to mention consols and lands in the same breath, but if you consider how safe and solid and strong this Company is, how free from speculative business, and how carefully it is managed, and how much more closely than any other company its interests are bound up with the interests of the colony, I do not think you will find the comparison so far fetched. At any rate there is no other company in Hongkong that so well deserves to be called the consols of Hongkong. While on the subject of consols and gilt edged securities there is one point I wish to put before the directors, and I do it with very great diffidence because I am not sure that it is a very practical proposal. Would it be possible to have land shares included amongst the list of securities, if there is such a list, which the law allows for the investment of trust funds? I know that a good many trustees would be glad to be able to put their money in lands if they could do so without breaking the law. I myself have had to invest money under a trust deed which distinctly states that the trustees can invest in any lawful securities. To the ordinary mind it would seem that there are many lawful securities in Hongkong, and it would never occur to him that land shares were an unlawful security. Those who unfortunately have had experience of the peculiar workings of the legal mind will not be surprised to hear that I was advised that this clearly meant that I could not invest in any stocks at all in Hongkong, so I had very reluctantly to put money on fixed deposit which I would more cheerfully have put in land shares. If the idea is impracticable it will do no harm if I call the attention of lawyers and capitalists to this point and ask them to bear land shares in mind when next drawing up their trust deeds. But the one point I wish to make, gentlemen, is if mortgages, consols, and Indian railway shares, and other stocks of that kind are held in such high favour by the law, why should land shares, which seem to me a much simpler and more convenient and more easily realisable form of investment in mortgages and land, be excluded? (Applause). I have very much pleasure in seconding the adoption of the report and accounts.

Mr. SHARP. I should like to disclaim any desire to be unfriendly or unfair to the Company. My remarks were made in a spirit of friendly criticism and nothing else. (Hear, hear.)

Mr. SHEWAN. I think I said the error was unintentional.

The CHAIRMAN—With reference to what has been said about the investment of trust funds in land shares I can only promise that the matter will receive the attention of the directors at their next meeting.

The resolution was carried.

On the motion of Hon. A. McCONACHIE, seconded by Mr. EDW. MESSRS. N. A. Siebs and M. D. Ezekiel were re-elected directors.

Mr. GEORGE proposed the re-election of the retiring auditors, Messrs. F. Henderson and J. C. Peter.

Mr. LEIGH seconded.

Carried.

The CHAIRMAN—That concludes the business of the meeting, and I am very much obliged to you for your attendance. Dividend warrants will be ready to-morrow on application at the office. Those shareholders outside the colony will have their warrants posted to them where their addresses are known.

The brothers Gaston and Ulysse Leriche, of the *Mekong* newspaper, published at Saigon, have been convicted of a libel upon M. Jourdan, the leader of the Saigon bar, and have each been sentenced to six months' imprisonment and a fine of 2,000 francs, besides having to pay the costs of the trial and advertising the judgment in the local papers and three papers published in France. The libel complained of was in the following terms:—"It is our duty to declare to all the world and to the Governor that M. Charles Jourdan is nothing more than an old wastrel (*gâteux*). The defendants did not appear at the trial and were sentenced in their absence.

THE HONGKONG ICE CO., LIMITED.

The following is the report for presentation to the shareholders at the fifteenth ordinary annual meeting to be held on the 5th February:—

The General Managers have pleasure in submitting to the shareholders a statement of the Company's accounts for the year 1895.

Including \$1,939.12 brought forward from last year, and after deducting \$10,000 paid on the 27th July last as an interim dividend of \$2.00 per share, the balance at credit of profit and loss is \$9,724.28, which it is recommended should be appropriated as follows:—

A final dividend of \$5.00 per share	\$25,000.00
To write off property account	13,000.00
To carry forward	17,724.28

\$9,724.28

In the near future it will be necessary to renew a portion of the machinery, and it is with this in view that the amount above mentioned is recommended to be written off property account.

The accounts have been audited by Mr. Thomas Arnold, whose re-election is recommended.

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 22nd January, 1896.

ASSETS.		\$	c.
Property account	...	110,000.00	
Extension account	...	360.65	
Invested in:—			
Hongkong Fire Insurance Company's share	...	225.00	
Canton Insurance Office's share	...	175.00	
Debiture of Hongkong and Kowloon Wharf and Godown Co., Limited	...	10,000.00	
Cash on hand	...	68.43	
Hongkong & Shanghai Bank—current account	...	22,905.17	
Hongkong & Shanghai Bank—deposit account	...	24,000.00	
Outstanding accounts	...	2,506.61	
Accounts receivable	...	926.62	
Ice on hand	...	180.00	
Coals on hand	...	315.00	
		\$17,662.48	

LIABILITIES.		\$	c.
Capital account	...	125,000.00	
Accounts payable	...	4,749.47	
Unclaimed dividend account	...	506.18	
Ammonia reserve account	...	1,682.55	
Profit and loss account	...	39,724.28	
		\$17,662.48	

PROFIT AND LOSS ACCOUNT.		\$	c.
To salaries, wages, and general trade expenses	...	19,961.31	
To General Managers' commission	...	2,000.00	
To auditor's fee	...	100.00	
		22,061.31	
To interim dividend of \$2 per share paid on 27th July, 1895	...	40,000.00	
To balance	...	39,724.28	
		\$71,785.59	

		\$	c.
By balance brought forward from last year	...	1,969.62	
By receipts for ice during the year, value of stock on hand, &c.	...	67,963.09	
By rent received less Crown rents and taxes paid	...	268.12	
By interest	...	1,554.76	
By transfer fees	...	30.00	
		\$71,785.59	

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The following is the seventh report of the Board of Directors to the ordinary meeting of shareholders to be held on the 30th January:—

Gentlemen,—The Directors now submit to you a statement of the affairs of the Company and balance sheet for the year ending 31st December, 1895.

The balance of profit and loss account for the year, after writing off all charges and expenses, amounted to \$5,212.40. The Directors therefore recommend that a dividend of 80 cents per share be paid, which, after writing off the directors' and auditors' fees, will leave a balance of \$244.40 to be carried forward to the credit of a new profit and loss account.

DIRECTORS.

Mr. F. A. Gomes has retired from the Board of Directors.

Messrs. J. H. Cox and E. Jones Hughes retire by rotation, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Thos. Arnold and W. H. Gaskell, who retire, but offer themselves for re-election. Mr. Gaskell was appointed auditor in the place of the late Mr. R. Lyall (deceased).

F. HENDERSON,
Chairman.

Hongkong, 17th January, 1896.

BALANCE SHEET, 31st DECEMBER, 1895.

31st Dec., 1895.	LIABILITIES.	\$	c.
Authorized capital, 6,000 shares of \$50 each = \$300,000, of which 5,960 allotted \$30 each paid-up		178,800.00	
Accounts payable		10.60	
Dividends outstanding		348.10	
Balance of profit and loss account		3,212.40	
		\$184,371.10	

31st Dec., 1895.	ASSETS.	\$	c.
Cash		12,954.94	
Cost of property		160,639.10	
5½ per cent. mortgage debentures of the Hongkong and Kowloon Wharf and Godown Co., Limited		10,000.00	
Fire insurance unexpired		33.28	
Accounts receivable		743.78	
		\$184,371.10	

PROFIT AND LOSS ACCOUNT, 31st DECEMBER, 1895.

31st Dec., 1895.	Dr.	\$	c.
To charges		343.36	
To Crown rent and rates		1,354.78	
To fire insurance		88.68	
To commission to agents		600.00	
To repairs		436.80	
To balance to be appropriated as follows:—			
Dividend of 80 cents per share		\$4,768.00	
Directors' fees		150.00	
Auditors' fees		50.00	
To be carried to new profit and loss account		244.40	
		\$8,036.02	

1st Jan., 1896.	Cr.	\$	c.
By balance brought forward		47.21	
31st Dec., 1895.			
By rents		6,847.79	
By interest		1,068.02	
By scrip fees		73.00	
		\$8,036.02	

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LIMITED AND REDUCED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company on Friday, the 31st January:—

The Directors beg to submit to the shareholders the report and statement of accounts for the half year ending 31st December last.

After paying running expenses, salaries, premia of insurance, and all other out-goings, there remains, including \$31,065.49 brought forward from last account, the sum of \$154,064.36 at credit of profit and loss account. From this amount the Directors recommend that a dividend for the half year of 6½ per cent. on capital or \$104,000 be paid to shareholders, that \$45,000 be written off the value of steamers, and that the balance of \$5,064.36 be carried forward to new account.

The steamer's earnings compare very favourably with those of the corresponding six months of 1894, the net result, notwithstanding a considerable increase of running expenses, showing an improvement of about \$33,000.

During the half year under review the *Powan* has undergone considerable repairs, the principal item being a new keel plate. The *Heungshan* also was docked twice for painting and repairs. All the steamers of the Company are in good running order.

The increase in value of the Company's share investments has been passed to a special account called "investment fluctuation account," and will be available to meet any future depreciation of values.

Messrs. Palmer and Turner have re-valued the properties mortgaged to the Company and consider them good security for the amounts loaned.

At extraordinary meetings of shareholders held on the 30th September and 16th October,

it was resolved to reduce the capital of the Company to \$1,200,000 by returning to shareholders \$5 per share, thus reducing the fully paid-up amount of the shares from \$20 to \$15; and the necessary steps are being taken to carry this resolution into effect.

The Directors deeply regret the death of Mr. Poon Pong, a member of the Board.

The retiring auditors, Messrs. A. O'D. Gourdin and F. Henderson, offer themselves for re-election.

E. R. BELILIOS,
Chairman.

Hongkong, 22nd January, 1896.

31st Dec., 1895.	ASSETS.	\$	c.
Value of four steamers and five-eighths of <i>Patsan</i>		900,000.00	
Value of wharves		20,000.00	
Value of cargo boat and wharf cargo shed		1,000.00	
Value of iron lighter <i>Sun Lee</i>		10,000.00	
Value of coal and stores		3,662.57	
Value of spare gear		9,332.67	
Value of furniture		750.00	
Value of shares in public companies		157,650.00	
Chinese bonds		1,034.48	
Loans on mortgage		858,475.00	
Property foreclosed		53,500.00	
Fixed deposits with the Hongkong and Shanghai Banking Corporation		345,000.00	
Cash with the Hongkong and Shanghai Banking Corporation on current account		26,987.62	
Interest accrued to date		4,937.18	
Sundry debtors		13,642.85	
		\$2,405,972.37	

31st Dec., 1895.	LIABILITIES.	\$	c.
Amount of capital, 80,000 shares of \$20 each, fully paid up		1,600,000.00	
Amount at credit of depreciation and insurance fund		600,000.00	
Amount at credit of equalization of dividend fund		9,000.00	
Investment fluctuation account		12,438.64	
Unclaimed dividends		1,686.40	
Sundry creditors		28,782.97	
Amount at credit of profit and loss account		154,064.36	
		\$2,405,972.37	

31st Dec., 1895.	Dr.	\$	c.
To amount paid for repairs:—			
To steamers		\$23,440.77	
To wharves		1,228.79	
To lighters		68.02	
		24,737.58	
To directors' and auditors' fees		3,250.00	
To amount of bad debt written off		112.64	
To balance to be appropriated, viz:—			
Dividend at 6½ per cent. on \$1,600,000		\$104,000.00	
To be written off value of steamers		45,000.00	
To be carried to new account		5,064.36	
		154,064.36	
		\$182,164.58	

30th June, 1895.	Cr.	\$	c.
By amount brought forward from last account		31,065.49	
31st Dec., 1895.			
By net earnings of steamers		109,425.98	
By interest on investments		41,426.61	
By transfer fees		216.50	
		\$182,164.58	

31st Dec., 1895.	Dr.	\$	c.
To balance		600,000.00	
30th June, 1895.			
By amount at credit		600,000.00	
31st Dec., 1895.	Dr.	\$	c.
To balance		9,000.00	
30th June, 1895.			
By amount at credit		9,000.00	

THE WEST POINT BUILDING CO., LIMITED.

The following is the seventh report of the General Agents to the ordinary meeting of shareholders to be held at the Company's office, Victoria Buildings, on Monday, 3rd February:—

Gentlemen,—The General Agents now submit to you a statement of the affairs of the Company and balance sheet for the year ending 31st December, 1895.

The net profits for the year, including the amount brought forward from the previous year, amount to \$3,944.78, and, after writing off directors' and auditors' fees, it is proposed to pay a dividend of 60 cents per share, and to carry forward the balance of \$894.78 to credit of new profit and loss account.

DIRECTORS.

The Hon. J. J. Keswick and Mr. J. S. Moses having left the colony, the Hon. J. J. Bell-Irving and Mr. M. D. Ezekiel have been invited to join the Board in their places respectively.

The Hon. C. P. Chater and Hon. J. J. Bell-Irving retire by rotation, but offer themselves for re-election. The appointment of Mr. M. D. Ezekiel requires confirmation.

AUDIT.

The accounts have been audited by Mr. Fullarton Henderson, who now retires and offers himself for re-election.

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Co., Ltd., General Agents,
The West Point Building Co., Limited.

Hongkong, 17th January, 1896.

BALANCE SHEET TO 31st DECEMBER, 1895.

31st Dec., 1895.	LIABILITIES.	\$	c.
Paid-up capital		500,000.00	
Accounts payable		487.74	
The Hongkong Land Investment and Agency Co., Ltd., mortgage on the Company's property		110,000.00	
Balance of profit and loss account		8,944.78	
		\$619,432.52	

31st Dec., 1895.	ASSETS.	\$	c.
Cost of property		611,830.30	
Cash		6,998.35	
Accounts receivable		603.37	
		\$619,432.52	

PROFIT AND LOSS ACCOUNT.

31st Dec., 1895.	Dr.	\$	c.
To fire insurance		663.23	
To charges		347.57	
To Crown rent and rates		3,809.16	
To interest		7,046.18	
To commission to Agents		723.20	
To balance to be appropriated as follows:—			
Directors' fees		\$ 500.00	
Auditor's fee		50.00	
Dividend of 60 cents per share		7,500.00	
Balance to be carried to new account		894.78	
		\$8,944.78	
		\$22,136.12	

1st Jan., 1896.	Cr.	\$	c.
By balance brought forward		2,812.07	
31st Dec., 1895.			
By rents		19,283.05	
By scrip fees		41.00	
		\$22,136.12	

HONGKONG BRICK AND CEMENT CO., LIMITED.

An extraordinary general meeting of the Hongkong Brick and Cement Co., Limited, was held at the registered office, 9, Praya Central, on the 28th Jan. at noon. Mr. R. Shewan presided, and there were also present—Messrs. W. H. Potts, W. Shewan, C. A. Tomes, A. G. Stokes, S. S. Benjamin, J. S. Watte, F. J. Jorge, G. H. Potts, C. M. Adamson, and W. A. Duff (Secretary.)

The SECRETARY read the notice calling the meeting, which was for the purpose of confirming the following as a special resolution—That the Hongkong Brick and Cement Company, Limited, be wound up voluntarily under the provisions of the Companies Ordinance 1865 to 1890. And that Creasy Evens, of Victoria, in the colony of Hongkong, be and he is hereby appointed liquidator for the purposes of such winding up.

The CHAIRMAN—Gentlemen, you have heard the object of this meeting, which is to confirm the resolution just read. I propose that the resolution passed at the extraordinary general meeting held on the 11th January be now confirmed.

Mr. BENJAMIN seconded.

Carried.

The CHAIRMAN—That is all the business, gentlemen.

The *Mercury*, in the course of an article on the future of Shanghai and the extensive land buying and wharf building that is going on, says it believes that even now the Consular authorities have under their consideration the question whether the Settlements shall be extended to the point five miles from the Bund or to Woosung, about ten miles from the Bund.

THE PERAK SUGAR CULTIVATION CO., LIMITED.

The report and accounts of the Perak Sugar Cultivation Co., Limited, to the 31st October last have been published. The balance of working account is Tls. 17,976, and the net balance of profit, after payment of interest on debentures and commission to the manager is Tls. 10,866, about 4.35 per cent. on the capital, as against 24.06 per cent. in the previous term. Including the balance from the previous year there is an amount of Tls. 38,917 available for distribution, which the directors propose to distribute as follows:—A dividend of 4 per cent. to shareholders, Tls. 10,000; depreciation 10 per cent. on plant, buildings, and furniture Tls. 15,167; to write off estate cost Tls. 5,478, and to carry forward Tls. 8,271.

The following passages in the account explain the reasons for the less favourable result of the working as compared with the previous year:—

The crop bearing area for the season has been 1,241½ orlongs, producing piculs 39,979.53 of sugar, or an average production per orlong of piculs 32.2; the qualities of the sugars made have been in the proportion of 75.2 per cent. No. 1 to 24.8 per cent. No. 2; the average price realised has been \$5.35 net per picul. The harvesting of this crop has occupied a period of fifteen months, or two months longer than was anticipated; the cause of this prolongation of the season lies in the very unfavourable weather which was experienced throughout the greater part of 1894, the absence of rain necessitating, in several cases more than once, the replanting of the fields of young canes; as a consequence, the maturing of such canes was proportionately delayed, with the result that the factory was necessarily idle for three full months during the season, and during other months it could only be kept supplied with canes to an extent much under its working power. It hardly requires to be stated that the extension of the season has adversely affected the results of the campaign.

The directors have also to report another untoward circumstance which has further militated against the success of the season. In March of the present year the estate was struck by a severe circular storm, which, while it fortunately did little damage to the canes, completely wrecked the distillery and the new hospital, and did damage to other minor buildings: the damage done, which is now all repaired, has cost the Company between Tls. 7,000 and Tls. 8,000, in addition to the indirect loss caused by the cessation of the working of the distillery for seven to eight months.

The realisation of sugar in stock at the close of last season turned out most unfortunately; the sugar was in part sold and in part shipped on consignment to Japan, and the valuation was based on the actual sales; in consequence, however, of the general upset of trade in Japan caused by the war, the Japanese simply repudiated their contracts altogether, the result being the loss shown in the accounts.

The prospects for the present season are stated as follows:—

The Directors are able to report favourable prospects for the season now entered upon. The extended period of the season just closed will have its compensation in shortening the present campaign, which it is expected will be closed by 30th September at latest, or possibly a month earlier. The area planted for cutting is 1,114 orlongs, and the condition of the growing canes is everything that could be desired; the rainfall during the whole of 1895 has been exceptionally favourable, and there is full promise of the heaviest crop with which the Company has yet had to deal.

We regret to hear that a couple of fatal casualties occurred on board the U.S.S. *Baltimore* between Yokohama and Honolulu. Heavy weather was met with, during which several of the boats were smashed and the wheel and binnacle carried away. Mr. Cooper, the carpenter, was dashed on the deck and fractured his skull, while Mr. Jessen, the captain of the fore-castle, was washed overboard and lost. Several others of the crew were injured to a greater or less extent.—*Rising Sun*.

THE FUTURE OF RAUB.

The Raub mine in Pahang is a low grade mine. If it had been surmised that it were a low grade mine, it never would have been opened. The enterprise was started on the basis of grossly untruthful reports. These persuaded the public that at Raub, in Pahang, there could be established a high grade mine yielding perhaps three ounces to the ton. The mine, in fact, yields less than half an ounce to the ton. That is a low outturn; an outturn less than that of the South African mines, but, nevertheless, it is an outturn that might yield a gigantic profit if only there be enough quartz and if the mine be worked, as the manager desires, on a gigantic scale. The great advantage possessed by the Raub mine is cheap labour. The labour employed is Chinese, which is paid at the rate of some six or seven shillings a week as against one pound sterling a week that the Kaffirs receive, and the Chinaman is probably a better worker than the Kaffir. Transport, again, although at first it offered great difficulties, is now being and will be so comparatively simplified that it also is much more economical than at the South African mines. Broadly speaking, the case is that the quartz from the Raub mine yields per ton gold worth about 35s. and that it is worked, even at the present small scale, at an expense of about 20s. per ton, which includes a comparatively great proportion of administration charges. Probably, if the working were on a much larger scale, it might be worked at a cost of about 10s. a ton, and certain calculations put the cost at very much less. There is, therefore, a large margin for profit, but there is no substantial profit to be made unless the working be on a great scale. That is seen by Mr. Bibby, the manager, and he asks to be allowed to put in a hundred head of stamps and an electric power plant.

The more sanguine calculation is that, with a hundred head of stamps, an electric plant, and a railway, Raub could yield 36,000 ounces of gold yearly. That would be worth 140,000 pounds a year. The working expenses are at present about 120,000 dollars a year, and need not, it is said, rise beyond \$200,000 a year—or say 20,000 pounds. The margin of profit by that sanguine calculation is therefore to be £120,000 a year, allowing a dividend of about 12s. a year on each of the 190,000 shares. To attain that remarkable result the 140,000 contributing shares are to be asked to submit to calls to pay for the cost of the new plant, which is estimated at £30,000. The projected call is to be at least four shillings a share on each of the shares at present marked 13s. 10d. paid, raising their nominal value to 17s. 10d., and leaving them liable for 2s. 2d. more. The call, by the articles of association, which are of Australian manufacture, cannot exceed sixpence a month, and therefore an intention to call four shillings per share would mean, at least, an actual call of sixpence a month over eight separate months.

It is to be noted now that there are two divergent interests to be consulted. There are the holders of fully paid-up shares which at present command a price of 87½ each, and there are the holders of contributing shares who are liable for 6s. 2d. a share of call. These shares command a sale at 84.10. The holders of the fully paid shares are naturally anxious that the mine should be developed by a substantial call for the purpose of putting in new machinery. Holders of contributory shares may not be so eager. At one time, they said in substance, "We don't very much believe in this mine; it is rather a miserable low-grade thing as compared with what we were induced to expect, but if you can develop it out of your profits of course you may do so." And, as the contributory shares are in the proportion of nearly three contributory shares to one fully paid-up share, they have the command of the situation in their hands. The position is further complicated by the fact that, although the management of the mine is in Singapore and Malaya, the directing body and the place of voting are in Australia. The ultimate result of such a call would, on the calculations supplied to us, be exceedingly good for the contributory shareholders, and it would be still better for the fully paid-up shareholders; but, in the meantime, one does not know how the contributory shareholders will take calls of four shillings

a share. That is how the matter stands, and it may be a little while before things are adjusted. It would, of course, be exceedingly desirable for Pahang that the calls should be made and that the results should be as we have sketched. The Pahang Government takes five per cent. of all the gold raised, which means that Raub alone might yield a substantial revenue. Further, a mine that was paying steadily fifty per cent. per annum on a not uninflated capital would no doubt attract other mining adventurers into a field where it appears that a profit of £100,000 a year is to be had so easily. A hundred thousand pounds a year is worth taking; and the Malay Peninsula Prospecting Company has much auriferous land to offer at a nominal price in the district of Raub. Who will be first in the new rush to Pahang? the land where golden apples grow!—*Straits Times*.

THE KEBAO COAL MINES.

INTENDED RECONSTRUCTION OF THE COMPANY.

French financial journals have recently been discussing the affairs of the Kebao Coal Mining Co. The *Indo-Chine Française* (Hanoi), after mentioning a report that the Company had suddenly stopped payment at Paris, reproduces an article from one of the journals referred to, in which the prospects of the Company are represented as most unfavourable. The ordinary shares, which in February, 1891, reached a value of 1,550 francs, had fallen to 60 francs, and the founders' shares had fallen from 1,325 francs to 20 francs. It was stated that at a meeting held on the 23rd November the shareholders had appointed a committee of three to consult with the directors on the measures to be taken to protect the interests of the shareholders and the existence of the Company. A circular was afterwards published which, though unsigned, seemed to reflect the ideas of the directors.

This circular states that in 1895 the Company hardly sold more than thirty or forty thousand tons of coal, but there is every reason to believe that it will sell at least 80,000 tons in 1896. While recognising that the quality of Kebao coal is not of the first order it is said that it is appreciated by the navy and by certain industries. But time is required to create new markets, and the time is now exhausted and the capital also. The enterprise has already cost nearly ten million francs. In order that this sum should not be lost for ever in a compulsory liquidation the Board propose that the Company should be reconstituted on a new basis. It is proposed that a Company should be formed with a capital of 2,000,000 francs in twenty thousand shares of 100 francs each. Fifteen thousand of the shares would be offered to the holders of the fifteen thousand ordinary shares in the old Company and the remaining five thousand to the holders of the five thousand founders' shares in the old Company.

Such, continues the Paris journal, is the substance of the circular, which, in the opinion of competent persons, represents only illusions, always illusions, nothing but illusions. It is asked how it can be claimed that there is no mistake this time when the whole past has been a series of errors.

The following postscript was appended:—"Since writing the above we learn that an extraordinary general meeting of the shareholders has been convened for the 24th December, the order of the day being:—Dissolution of the Company; transfer of the assets to a new Company."

The *Indo-Chine Française* interviewed M. Jean Dupuis with reference to the above. M. Dupuis is the well-known explorer and the original concessionaire of Kebao, who is a member of the Board of Directors and is at present in Tonkin on one of his periodical visits.

"It is undeniable," said M. Dupuis, "that the situation is grave. The Paris market is passing through a crisis, and financial syndicates, as a general rule, are much less concerned with the real character of an enterprise than with the speculation to which it may give rise. I do not conceal my uneasiness, for it is to be feared that our Company may be ruined by unscrupu-

CRICKET.

THE CRICKET CLUB v. THE PEAK CLUB.

This was the second meeting of the Cricket Club with the Peak Club, and upon this occasion the latter succeeded in reversing the decision that was arrived at in the first encounter. This result was chiefly due to the batting of Eccles and Anton, who made 93 and 59 respectively. During their partnership runs came at a great pace, as may be judged from the fact that 180 runs were made in an hour and a half before tiffin.

The innings of the Club was chiefly remarkable for an excellent innings of 80 by Johnston, in the compilation of which there was only one flaw—a chance at the wicket. Percival and Powell were the only other batsmen to render much assistance and the innings closed for 167, or 59 runs to the bat.

Going in a second time in a failing light the Peak Club had lost 5 wickets for 25 runs when time was called. Hancock and Lowson—the latter in something more like his old form—bowled successfully for the Peak Club, whilst Sercombe Smith and Shelford divided the bowling honours for the Club.

By the kindness of Major the Hon. E. Noel and the Officers of the Rifle Brigade the band of the regiment played a very pleasing selection of music upon the ground during the afternoon.

The following is the score and analysis:—

PEAK CLUB.					
C. W. Knox, c Powell, b Shelford	1	b Shelford	0		
A. S. Anton, c sub., b Shelford	59	c Johnston, b Vallings	6		
R. Hancock, c Pead, b Campbell	0				
Capt. Eccles, b Shelford	93	not out	8		
Ross Thomson, c and b Shelford	11				
J. R. Gillingham, b S. Smith	0				
Dr. J. A. Lowson, b S. Smith	29	c and b Shelford	8		
Captain Ferguson, b S. Smith	5				
B. P. Sheldon, not out	8	c Shelford, b Vallings	3		
P. G. Davies, b S. Smith	6	b Shelford	0		
Major G. K. Moore, run out	0				
Extras	11	Extras	2		
Total	226	Total	27		

BOWLING ANALYSIS.					
Overs	Maid	Runs	Wickets	N.B.	Wickets
First Innings.					
Shelford, R.N.	25	4	95	—	4
T. S. Smith	19.2	1	77	—	4
Powell	3	—	19	—	—
Campbell	7	2	21	—	1
Second Innings.					
Vallings	4.2	2	9	—	2
Shelford	4	1	14	—	3

THE CLUB.					
T. Sercombe Smith, lb.w., b Lowson	2				
G. D. Campbell, c and b Hancock	7				
Rev. G. R. Vallings, b Hancock	4				
Surgeon Pead, R.N., c Eccles, b Lowson	11				
Surgeon-Major Johnston, A.M.S., b Hancock	80				
C. Percival, R.B., b Hancock	21				
Captain Baker-Carr, b Hancock	1				
Lieut. F. A. Powlett, R.N., b Lowson	8				
Captain Grafton, R.N., c Sheldon, b Lowson	0				
S. Powell, b Davies	18				
T. Shelford, R.N., not out	4				
Extras	11				
Total	167				

BOWLING ANALYSIS.					
Overs	Maid	Runs	Wickets	N.B.	Wickets
Lowson	21	8	43	—	4
Hancock	23	4	57	—	5
Gillingham	5	1	24	—	—
Eccles	4	—	23	—	—
Davies	1.3	—	4	—	1

ROYAL HONGKONG YACHT CLUB.

SIXTH CLUB RACE.

The weather on Sunday morning was anything but inviting, but three of the boats braved the elements and had one of the best races of the season, the order being changed many times during the day.

The course was from the Police Pier, Kowloon, round Channel Rocks, Cosmopolitan Dock buoy, mark boat off Green Island (leaving all to port), and back to the Pier between the Central Fairway buoys: 14 miles. The following boats crossed the starting line at 11.20:—

Meteor	Mr. T. Lammert,	allowed
Erica	Mr. Denison	
Princess	Mr. McKie	1 minute

The wind, which was fairly strong at 11 o'clock, had gone down considerably by the time the starting gun was fired and the three boats crossed the line within 10 seconds of the gun, with a light west wind, which carried them down, with the help of the tide, to Channel Rocks, which were rounded by Meteor at 12.30.30, some fifty yards ahead of Princess, the same distance ahead of Erica, but the boats were moving so slowly that five minutes separated the first and third boats. In the beat up to Dock Point Meteor was passed by the other two, they getting the wind off the Kowloon shore first. From this point to the Police Pier there was a fairly good breeze, rather erratic in direction, and off Kowloon Point Erica went into first place, but was passed again by Princess on the reach to the Cosmopolitan Dock buoy. The times here were—

	H.	M.	S.
Princess	2	31	50
Erica	2	32	40
Meteor	2	33	15

The wind freshened in the western part of the harbour and Princess by going across to the Hongkong shore had a south-west wind which put her some distance ahead of Erica and Meteor, which had been cross tacking up the south side of Stonecutters. The mark boat off Green Island was rounded by Princess some 4 minutes ahead of the other two, Meteor leading Erica by about 30 seconds. This order was kept to the finish and the line was crossed after a very quick run by

	H.	M.	S.	Points
Princess at	3	55	20	First 10 points
Meteor	3	58	0	Third 1 point
Erica	3	58	30	Second 4 points

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE CHINESE CHAMBER OF COMMERCE.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR.—With reference to the article in your paper of the 25th instant about the Chinese Chamber of Commerce, I shall feel obliged by your granting me space in your valuable columns to make a few remarks with a view to the removal of the impression which appears to exist in the minds of the European community that the ceremonies observed at the opening of that institution were intended as an insult to Her Majesty's Government. First of all, I must express my regret, which I am sure is shared by all my fellow members, at not having had the honour of the presence of His Excellency the Governor and the leading members of the European community at the opening of the Chamber. Dr. Ho Kai's excuse for not inviting His Excellency and other European guests to be present on that occasion was that Mr. Ho Amei and others (who the others are I don't know) were determined upon observing purely Chinese ceremonies and having the god of war installed in the building on that particular day, but I wonder if he pointed out to Mr. Ho Amei the desirability of having the place formally opened by His Excellency first and that if the members wished to perform any Chinese ceremonies they could do so afterwards. If he did not do so, I should like to know why, but if he did and failed to convince Mr. Ho Amei that he was right, he should have called a meeting of the members. Mr. Ho Amei is also to blame for not consulting the members when he found that Dr. Ho Kai did not fall in with his views about issuing invitations to the Governor and other European guests. I am sure that if a meeting had been called by either of these gentlemen more satisfactory arrangements would have been come to and all unpleasantness avoided. In the Chinese invitation cards, which were approved of by Dr. Ho Kai and which bore his name, the members were specially requested to attend the opening of the Chamber with their official robes on for the purpose of worshipping the god of war. I received one of these invitation cards, and I presume Colonel Chan, who subscribed \$200 towards the funds of the Chamber, also received one. I did not attend the opening of the Cham-

lous speculators. Added to the generally strained position of the Paris market there is the crisis through which the Company itself is passing. Our treasury is almost empty and at this moment, in consequence of mistakes made here, we cannot sell our coal in sufficiently large quantities to cover the working expenses of the Company. In August last Kebao delivered three thousand tons of briquettes to the Messageries Maritimes. Manufactured under deplorable conditions, these briquettes proved almost incombustible. That unfortunate delivery has done us the greatest harm, given our coal a bad name, and driven away our customers. That is deplorable, for just at the moment when it is necessary to realise immediate profits we have to wait six months, perhaps a year even, to allow our coal to be rehabilitated in public favour. This rehabilitation has already commenced. Our coal, and especially our briquettes, which are better manufactured than formerly, are less despised in Hongkong. Messrs. Shewan and Co. of Hongkong, proprietors of the Cement Works at Macao, have made alterations in the furnaces at their works in order to use Kebao coal exclusively, the trials made by them having proved satisfactory and economical. The consumption at these works alone is some 500 tons a month. Messrs. Butterfield and Swire have made serious trials of the Kebao coal at their sugar refinery, and they also are going to alter their furnaces immediately. The consumption there will be something like 4,000 tons per month. At Singapore the tin smelting works use Kebao coal and are well satisfied with it. Finally, the French Naval authorities are now satisfied with our briquettes. Captain Cavalie, Commandant of the Naval Division of Cochinchina, having told me when I was in Saigon that those which had lately been supplied were of excellent quality and as good as those manufactured in France; he has made a very favourable report to the Government in which he proposes to use the briquettes for the arsenal and the ships. At Haiphong the naval workshops and the gunboats greatly appreciate our boulets. The present production of Kebao is about 12,000 tons per month, and would be sufficient to cover our working expenses if we can find openings for its sale; it can be easily increased in large proportions when the present bad name attaching to the coal disappears and our customers come back. What we want at Kebao is a good commercial agent, speaking English and *au courant* with this class of business; he should travel about the Far East to rehabilitate our coal in popular estimation and he would soon find openings for it. To-day, I repeat, our briquettes are excellent, our screened coal sells readily, and as to the dust, there are plenty of industries in the Far East to afford a ready market for it. It is not coal that is lacking at Kebao; in the Cay-day mine alone, in the portion being worked at present, there is workable coal for more than twenty years to come. The capital of Kebao has been unfortunately frittered away; extravagant and unremunerative expenditure has been incurred. Great economies may still be effected. For example, besides M. Portal, now on leave, there are six engineers at Kebao when three would be amply sufficient. To sum up—our treasury is empty, our production does not for the moment sell, our working expenses are not covered; there you have the situation. Add to this the crisis on the Paris Bourse, the sudden fall in values, and you will understand the folly of our shareholders. I greatly fear that advantage will be taken of it to deal us a severe blow. However, the enterprise is a good one and I have the greatest confidence in its future."

The Indo-Chine mentions in a separate paragraph that in consequence of the changes in the Kebao Mining Co. all the employees without contracts are to be discharged on the 2nd February. This will affect twenty-eight Europeans.

The charges against the eight coolies who were fined for carrying arms without a licence were not re-heard at the Magistracy yesterday. The steamer which brought the defendants down had left, and so the question whether they were exempted from the law on the ground that they were foreign soldiers could not be fought out.

ber myself, but I know that all those who took part in the proceedings had official robes on, and, as stated in Mr. Ho Amei's letter, Colonel Chan was not there as a representative of the Chinese Government, but simply as a member of the Chamber. As this is a British colony, I am of opinion that it would have been far better for the Chamber if Colonel Chan had not attended, although, as a member, he had a right to be there on that day, and I think that those who accepted his subscription in the first instance are to blame. As the interest of the Chamber must necessarily suffer owing to the hostile feeling between Dr. Ho Kai and Mr. Ho Amei, I think a meeting of the members should forthwith be called, when all the trustees should resign their position in a body and a new committee be elected who should conduct the business of the Chamber in a manner satisfactory to all concerned, so that the Chamber may be recognized by the Government and the European community. In my opinion, unless such a step is taken, the sooner the Chamber is shut up the better.

Thanking you for the insertion of this my letter, and enclosing my card.—Yours faithfully,
A MEMBER.

Hongkong, 27th January, 1896.

SAD SUICIDE OF A YANGTSE CAPTAIN.

Shanghai, 18th January.

A very sad occurrence took place on board the *Kuloo* on her way down river. Captain Innes had not been seen for an hour or two before the arrival of the steamer at Chinkiang, and when she neared that port the chief officer went to the cabin to call him. He was horrified to find him lying in his berth unconscious, and an empty laudanum bottle and a pathetic letter found on his desk left no doubt as to the cause. As soon as the steamer was alongside the hulk *Orissa*, Dr. Lynch and Dr. Anderson (C.I.M.) were sent for and every possible endeavour was made to restore animation by artificial respiration, in which the doctors were ably assisted by the Customs' and ship's officers. After three hours' work consciousness returned and Captain Innes was carried on board the hulk and put to bed. Every effort was made to keep him awake and feed and nourish the small, flickering spark of life, but it was all of no avail, and death supervened shortly after 2 a.m. (17th). Too much of the poison must have been absorbed in the system to be overcome by human aid. In accordance with a telegram from Messrs. Jardine, Matheson & Co. the body was placed in a coffin, and sent to Shanghai per steamer *Kiangkwan*. No reason can be assigned for the rash act, except that some unfortunate accidents which the *Kuloo* had met with had preyed on Captain Innes's mind to such an extent as to drive him to desperation. *China Gazette*.

A CHINAMAN PUNISHED FOR SELLING LAND TO FOREIGNERS

BREACH OF AN OFFICIAL AGREEMENT.

Newchwang, 1st January.

The Greig land case is of interest to all foreigners in China, inasmuch as it once more forcibly brings into relief, not only the barefaced way in which the rights of foreigners, in accordance with Treaty, are persistently ignored; but also in a particularly marked manner the real or pretended inability of the authorities to make the provincial officials carry out their wishes.

In 1891 Dr. Greig was cruelly and brutally assaulted by Manchu soldiers, members of the bodyguard of the Tartar General of Kirin. As many of your readers will remember, these men, after beating Dr. Greig and insulting him in many ways, tied him up by the thumbs and left him in that position until he became unconscious. These and other particulars, with also some of the correspondence on the case, may be found in your columns for that year, and also in the "Lluc Book" on the "Yangtze Riots."

The British Government took the matter up, and after long delays the case was finally settled

by the Tsungli Yamén paying \$5,000 as pecuniary compensation, giving their sanction to the purchasing of land by Dr. Greig in the city of Kirin, and paying him a sum of about \$950 wherewith to buy this land.

Could anything be clearer? Not only was special sanction given to the purchasing of land inside the city of Kirin, but actually Dr. Greig was given the money wherewith to buy it. Now mark well the result.

In 1894 Dr. Greig succeeded in buying a suitable piece of land from a man called Sung Tsun-li. In the autumn of that year Dr. Greig and this man Sung came to this port. Sung, early in 1895, made an affidavit before the British Consulate that he sold the land voluntarily and of his own free will to Dr. Greig, and the title deeds were deposited in the British Consulate. The Kirin authorities refused to sanction the sale; the case was referred to Peking, and the British Minister, and finally the British Foreign Office, insisted on the sale being ratified. But no, the Kirin authorities still refused, and insisted that Sung Tsun-li should appear before them. Last November he returned to Kirin, and on the 16th of December appeared before the prefect of that city, with what result the accompanying letter will show.

(Copy.)

"Kirin, 19th December, 1895.

"Dear Mr. Carson.—You will probably by this time have heard through Her Majesty's Consul at Newchwang that matters have lately assumed a more serious aspect than formerly with regard to the difficulties which the local authorities of Kirin are putting in the way of our obtaining the property for the Hospital. I therefore write to give you a few details which may be of importance.

"Dr. Greig is extremely busy preparing despatches for the Consul and the Minister at Peking and has, therefore, asked me to say that in writing the following I am writing in the name of both, and expressing the opinions of both himself and myself.

"You understand, no doubt, that the trial of Sung Tsun-li by the Kirin authorities for his selling the property to us has been pending ever since our arrival here in the beginning of November. Three days ago (16th December), however, the trial came off. Sung was summoned to appear before the prefect, and Dr. Greig and myself accompanied him (as we had done on several previous occasions) in accordance with Mr. Hosie's instructions that every time Sung should be called to appear before the authorities Dr. Greig should go with him.

"On the present occasion we witnessed the whole proceedings.

"After some preliminary questions, the prefect, who tried the case in person, asked Sung where the title deeds of the property were. This he must have known, but Sung's answer, that is, that they were in the hands of the British Consul at Newchwang, seemed to nettle him very much, and, on a charge of having sold the property secretly to the foreigners, he sentenced him to be beaten with a hundred stripes, which were then and there inflicted in the presence of the prefect and of some fifty onlookers. Dr. Greig attempted to interfere, and said in the prefect's hearing that he had informed the authorities more than once of his intention to buy the property. But the soldiers in charge would not listen and it seemed dangerous to make further remonstrance. After receiving his stripes, Sung was subjected to a further cross-examination bearing largely on his connection with us and his relation to Christianity.

"Do you know," said the prefect, "that there are no Christians in the province; and that no one, common people, merchants, literati, or officials, wants these *Kueitze* here?" Coupling the Tartar General's name (Chang Sun) with his own he denounced us in the strongest possible language, cursing us and our religion. Sung himself he also cursed, calling him a bastard and a slave of the devil—worse than a devil since he had sold himself to devils. He seldom, if ever, referred to us otherwise than by the word *Kueitze*, and spoke of *Kao Kueitze* (Devil Greig).

"He recognised our presence, since he said to Sung towards the close: 'You are not content to give yourself to these devils, but you must bring them here with you every time.'

"You will be able to appreciate the indignity thus inflicted upon Sung, a well educated man, of refined tastes and of unimpeachable moral character. He was obliged to divest himself in open court of his lower garments; he was stretched on the ground, a man sitting on his back, while the strokes were given on the right thigh, causing a nasty wound.

"A number of common criminals in chains with their feet in blocks of wood had been tried immediately previously, one of whom was beaten in the presence of the prefect. I cannot but believe that this was intended to add to the disgrace of Sung's punishment, thus placing him before the public in the same position as that of wretches who may be guilty of the worst crime. That he also intended publicly to give expression to the hatred of the officials to us we can hardly doubt, and certainly he could scarcely have used language better suited to produce a riot and drive us from the place.

"The prefect's last words were to this effect: 'I command you to sell the property in question to your neighbour on the east side, and failing that I shall purchase it myself. See that you do not disobey my words, or you will suffer for it.'

"In these circumstances we could do nothing else than instruct Sung to comply with all the prefect's orders. As yet there has been no further word from the prefect, and we cannot tell whether he intends to insist on the immediate surrender of the property or not.

"Dr. Greig is persuaded (and as far as I understand the case I agree with him) that this flagrant ignoring by the Kirin authorities of the settlement of Dr. Greig's case come to between Sir Nicholas O'Connor and the Tsungli Yamén must be made public. I should mention that there does not seem to be the slightest public animosity against us. The animosity is altogether on the part of the officials.

"Sung himself is pretty well, though the wound is still very much inflamed. You will be glad to hear that he stood the ordeal with great calmness and courage. Indeed our fear was that he might be too bold, and endanger himself unnecessarily. On the contrary he comported himself most respectfully throughout.

"I should add that Sung was informed early this morning by a friend in the Governor's Yamén that the Governor was determined to have his (Sung's) head off, and would settle the matter with the foreigners afterwards. Sung came over here himself before daylight to give us word.

"We, therefore, called a few hours later on Sha Tui-jen, the Vice-Governor, with whom previously we were very friendly. Dr. Greig explained our position to him, informed him of what the prefect had said and done, and asked him to bespeak for us an interview with the Governor. Sha received us very courteously and, in true Chinese fashion, took our side in everything. He said it was impossible, however, for us to see the Governor, but that he would speak to him about the matter. What the result may be we do not of course as yet know.

"The agreement with the Tsungli Yamén has signally fallen through. If the matter is to be yet settled, it must be in a new form, and there must be stronger pressure brought to bear in Peking.

"Yours very sincerely,

"ALEX. R. CRAWFORD."

Further comment is scarcely necessary. I think all your readers will agree that the letter is a cool, clear, and graphic account of a brutal and degrading scene, which is a disgrace to the Chinese authorities and a gross insult to foreigners in China.

Dr. Greig mentions in a letter that he and Mr. Crawford narrowly escaped a beating themselves. On the receipt of this news in Peking and London, the British Consul, Mr. Hosie, was instructed to proceed at once to Kirin, and consequently he starts to-morrow, the 2nd instant, accompanied by Lieutenant Quayle of H.M.S. *Baltic*.

As Kirin lies about 300 miles north of this port, their journey must necessarily be a bitterly cold one, but at the same time, from a traveller's point of view, an interesting one; and we all hope, from a political point of view, it may be

an eminently successful one, not only in its immediate object, but also as an indication that, in future, the rights of foreigners will be insisted on, and must be respected. It is also to be sincerely hoped that the prefect of Kirin will be degraded and actually punished for his insulting behaviour.—*N. C. Daily News* correspondent.

THE SHOOTING FATALITY AT ICHANG.

The Ichang correspondent of the *N. C. Daily News* writes:—The question of jurisdiction which arose out of the regrettable shooting fatality at the *Esk's* athletic sports, of which you have already heard, has not yet been settled. The man who fired the shot which accidentally killed the *weiyuan* is a Cantonese cook on the *Esk*, but as he is borne on the ship's books the British Consul refused to surrender him to the Chinese authorities, and his action is supported from Peking. The Chinese officials are seeking to make a great deal of the case, and although the British Consul has offered to try the man in the British Court they refuse to put forward a complainant. The brother of the deceased has arrived here from Kinkiang and is perfectly satisfied that the occurrence was a pure accident. The military students have been indulging in a lot of wild talk, but they have not gone beyond that, recognising that we are ready for them.

The Ichang correspondent of the *N. C. Daily News*, writing on the 14th January says:—All is quiet with us here. The boasts of the students of immediate destruction of the foreigners came to nothing. For some days after the riot affairs were very strained, but the extreme vigilance of the officials and the beating of a few loafers quieted things down. The Chinaman who is said to have fired the shot that killed the *weiyuan* has not been given up to the Chinese authorities, much to their disgust. He has been ordered from the Admiral to be tried by the Civil Court and if that Court in Ichang cannot decide, the case has to be referred to the Supreme Court in Shanghai. The day for trial was fixed here, but the Chinese authorities sent no representative as plaintiff, and the case fell through. The brother of the *weiyuan* came up from Kinkiang and has been most reasonable in his talk over the case. Soldiers are still camped about the settlement, and guards are stationed at every chapel in the city. After being kept out of the city for some time the missionaries are going in as usual again and doing their work. On the street they are treated quite respectfully, as if there had never been any trouble. The students have nearly all left and on the 3rd of the 12th moon the *Hsiotai* leaves for Hsian. At present the military students are finishing their examination.

HONGKONG.

This week we have had rather a sharp snap of cold weather and last Sunday morning a heavy shower of rain fell. On the previous Thursday Admiral Makaroff gave an address on his invention to minimise the effects of collision at sea and an interesting discussion followed. On the same day a meeting of the shareholders in the Hongkong Land Investment and Agency Co., Limited, was held. A fire broke out in Queen's Road on Saturday night and a woman and two children were burnt to death. On Monday his Excellency the Governor distributed the prizes to the pupils attending the Diocesan School and Orphanage. The shareholders in the Hongkong Brick and Cement Company confirmed on Tuesday a resolution for the winding up of the Company. At the Police Court on Tuesday an opium case was decided, and on the same day the captain of the *Bellona* was fined \$392 for attempting to leave the harbour with an excess of passengers.

There were 2,340 visitors to the City Hall Museum last week, of whom 149 were Europeans.

It is notified in the *Gazette* that Surgeon-Captain James Cantlie, Hongkong Volunteer Corps, has been granted twelve months' leave of absence from the 8th February.

The Amateur Dramatic Club advertise performances of "Trial by Jury" and "Creatures of Impulse" for the 8th and 10th February.

An amended rule under the Dangerous Goods Ordinance, relating to the transshipment, shipment, and landing of dangerous goods, is published in Saturday's *Gazette*.

It is proposed to present an address and testimonial to Dr. Cantlie in recognition of services rendered to the community during his residence of nine years in Hongkong.

An Order-in-Council is published in Saturday's *Gazette* exempting Chinese who hold annual or special passes from the obligation to carry lights when out after twelve o'clock at night.

The match played on the afternoon of the 27th Jan. on the Happy Valley between the Hongkong Football Club and B Company of the Rifle Brigade ended in a victory for the former by two goals to one.

At the regular meeting of the United Mark Lodge on Saturday night Wor. Bro. W. M. B. Arthur was elected as Worshipful Master; Bro. R. Grimble as treasurer, and Bro. Maxwell as janitor for the ensuing year.

From the *Indo-Chine Française* we learn that the lighthouse on Norway Island is nearly completed and it is expected that the light will be exhibited about the end of February; it will be visible at a distance of thirty miles.

The Hon. Treasurer of the Alio Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Fresh Fish Guild ... \$60

On the afternoon of the 22nd Jan. in the Football Cup Competition B Company, R.B., beat 12th Company, S.D., R.A., by three goals to two. Extra time had to be played, as when the game proper was finished each team had scored two goals.

The following appointments in the Supreme Court, with effect from the 1st January, are gazetted:—Mr. F. A. Hazeland to be Deputy-Registrar and Accountant, Mr. R. F. Lamont to be First Clerk of Court and Clerk to the Chief Justice, and Mr. C. J. Xavier to be Second Clerk of Court and Clerk to the Puisne Judge.

A very successful ball, given by the German and Swiss residents at Canton, took place on the evening of the 24th January. The assembly rooms, in which the ball was held, were, as usual when the work is undertaken by Mr. Lange, most tastefully decorated with evergreens and flags, adding considerably to the success of the entertainment.

At the regular meeting of the Victoria Chapter, No. 525 E.C., held on the 21st January, the election of Principals and Officers took place and resulted as follows:—M.E.Z., M. Ex. Comp. F. W. Heuermann; H. Ex. Comp. G. A. Caldwell; J. Ex. Comp. D. Macdonald; Scribe E. Comp. J. Dyer; Ball; Scribe N. Comp. A. B. Madar; P.S., Comp. R. Mitchell; Treasurer, Comp. G. J. B. Sayer; and Janitor, Comp. J. Maxwell.

We regret to learn that Dr. Okotine, of the Russian flagship *Imperator Nicolai I.*, who was left behind in the Government Civil Hospital seriously ill when his vessel left, died early on Tuesday morning. H.E. Admiral Buller ordered that naval honours should be accorded at the funeral of the deceased officer, which took place yesterday (Wednesday) morning.

Lieut. Woodcock, of the Hongkong Regiment, and Mrs. Woodcock, arrived on the 21st Jan. from Colombo by the M. M. steamer *Oceanien*. The following account of their wedding appears in the *Times of Ceylon* of the 9th January:—A pretty wedding was solemnized at Holy Trinity Church at 9.30 a.m. to-day, the contracting parties being Lieut. Woodcock, of Hongkong, and Miss Swann, sister of Mrs. James, Warwick Estate, Ambawella. The Rev. J. E. B. Brine, M.A., officiated, and the service, which was fully choral, was excellently rendered by the church choir. The bride was given away by her brother-in-law, Mr. A. F. James, of Warwick Estate, whilst Lieut. W. A. W. Swettenham, R.A., of Colombo, acted as best man. After the ceremony the wedding party returned to the Grand Hotel, where breakfast was served in a private room beautifully decorated for the occasion. The newly married couple left at midday for Kandy, where they will spend the honeymoon.

The Hon. Treasurer of the *Edgar* Relief Fund begs to acknowledge with thanks the following donations:—

Messrs. John D. Humphreys & Son \$50
Rt. Rev. Bishop Burdon ... 25
Dr. J. M. Atkinson ... 10

Brought forward ... 85
982

Total up to date ... \$1,067

On the afternoon of the 27th Jan. Inland Lot No. 1,365 of Crown land at Bowrington, containing 5,707 square feet, was sold by auction to Mr. Van Eps for \$2,000. The upset price was \$1,427 and the annual rental \$72. The bidding was very keen. Lot No. 1,364 at Wongneichong Road was also sold, and was knocked down to U Yuk Chi for \$799. The land contains 15,780 square feet, and the upset price was \$789. The annual rental is \$39.50. The land in Wongneichong Road is just beyond the cemetery and it is believed that the purchaser, Mr. U Yuk Chi, intends to erect thereon a tea-house and lay out a garden for Chinese.

At the regular meeting of the Eothen Mark Lodge, No. 264, held on Monday night, Bro. P. R. Simmonds was installed as Worshipful Master by Wor. Bro. A. O'D. Gourdin, assisted by Wor. Bro. R. Cooke, after which Wor. Bro. P. R. Simmonds appointed his officers as follows:—S.W., Bro. S. L. Darby; J.W., E. C. Ellis; M.O., Bro. J. R. Crook; S.O., Bro. S. J. Hanisch; J.O., Bro. D. Macdonald; Chaplain, Bro. Rev. S. St. A. Baylee; Treasurer, Wor. Bro. A. O'D. Gourdin; Reg. of Marks, Bro. G. L. Tomlin; Secretary, Bro. J. Dyer; Bull; S.D., Bro. F. F. Kiene; J.D., Bro. F. W. Edwards; D.C., Bro. W. M. Wood; I.G., Bro. C. W. Longuet; Tyler, Bro. J. R. Grimble.

The following appointments, relating to the Hongkong Regiment, are notified in the *London Gazette*:—Major H. T. Faithfull, I.S.C., Wing Commander, to be Commandant, with the local rank of Lieut.-Colonel in China and Hongkong whilst so employed, vice Major and Brevet Lieut.-Colonel E. G. Barrow, I.S.C., appointed to the Staff; Major J. M. A. Retallick, I.S.C., Wing Commander, to be Second in Command; Lieut. W. C. M. Woodcock, I.S.C., Wing Officer, to be Wing Commander, vice Major H. T. Faithfull; Lieut. M. R. E. Ray, I.S.C., Wing Officer, to be Adjutant, vice W. C. M. Woodcock; Lieut. E. L. C. Berger, I.S.C., Wing Officer, to be Quartermaster, vice M. R. E. Ray.

It was reported in our Canton Notes from the *Chung Ngai San Po* on Saturday that the kidnapper who some time ago killed a city watchman who was effecting his arrest was executed on the 22nd January. We learn that the head of the criminal was exposed at one of the landing stages between the steamer wharves and Shameen for some hours on the 23rd and was surrounded the whole time by a crowd. It was afterwards removed to another locality for exhibition there. The photograph of the decapitated man—which as previously reported the citizens insisted on having taken to ensure that the real criminal was executed and not a substitute—was pasted on a board and hung beneath the cage containing the head.

At the Police Court on the 23rd January eight coolies, who were among a party of a thousand Chinese soldiers going to Pakhoi, were charged with carrying arms without a licence. Fines ranging from \$10 to \$20 were imposed. The defendants had come ashore from a steamship, and on one of them was found three rifles and several rounds of ammunition; the others had revolvers in their possession. P.C. Lippiatt also charged one of the defendants with assault. When arrested he struck and kicked the constable and owing to his violence one man escaped from custody. An additional fine of \$50 or two months' imprisonment was passed upon this ruffian. Mr. Ellis, who afterwards appeared for the defendants, asked for a re-hearing of the arms cases on the ground that the defendants were exempted from the operation of the Ordinance because they were in the service of the Chinese Government. A re-hearing was fixed for the next day, but did not take place, the steamer having left.

The Governor of Macao has addressed a circular despatch to the Portuguese Consuls at Hongkong, the treaty ports of China and Japan, Manila, Macassar, Sourabaya, Batavia, Singapore, Bangkok, and Saigon, requesting them to obtain as complete a census as possible of the natural born or naturalised Portuguese subjects in their respective jurisdictions on the 13th February next, the date on which the census of Macao is to be taken. As regards Hongkong and Singapore the proposed enumeration may have a bearing on the legal status of some of our fellow residents of Portuguese race, many of whom have been born in these colonies and are entitled to the rights of British subjects if they choose to claim them. If they return themselves as Portuguese subjects it would be in effect a renunciation of their claim to be British subjects.

At the Chess Club on Thursday evening Mr. T. H. Reid played nine members simultaneously, and of the games he won seven, drew two, and lost one—a very good performance. The games with Mr. Piercy and Mr. Danenberg were not played out, but Mr. Reid had the better position in each case and victory was awarded him. In Mr. Solly's second game, which was not finished, Mr. Reid had two pieces to the good and was bound to win in a few minutes. The game with Mr. Barlow was the best. Mr. Barlow, after losing a piece, played pretty and well conceived chess and for the greater part of the game Mr. Reid was kept busy avoiding all manner of traps. The game with Mr. Cowen was concluded with a very pretty mate. The following are the scores:

	T. H. Reid.	
W. C. Barlow	1	1
B. L. Batliwara	0	1
T. Cowen	0	1
M. J. Danenberg	0	1
J. Hooper	1	1
E. J. Moses	1	0
G. Piercy, Jun.	0	1
S. D. Setna	0	1
W. J. Solly	0	2

In reference to remarks made at the meeting of the Land Investment and Agency Company, held on the 23rd January, it may not be out of place to suggest that the interest payable on money on deposit with the Company should in future be shown in the accounts. Shareholders would then be able to see what the Company's own funds were earning, which at present cannot be gathered from the accounts as published. As stated in a paragraph a few days ago, the amount advanced on mortgage is \$2,512,624, and the interest shown in profit and loss account amounts to \$166,277, which would appear to show a return of 6.61 per cent. Part of the amount advanced, however, is money on deposit with the Company, on which, it should be added, a profit is made, the money being borrowed at one rate and lent out again at another. Deducting borrowed money, the earnings of the Company's own funds invested on mortgage amount to something over 7 per cent.; the exact percentage it is impossible to work out from the accounts. It would be well, also, as in the case of the Shanghai Land Investment Co., Limited, if in the report some particulars were given of the Company's properties and their development. Mr. Shewan spoke of the Company's shares as the consols of Hongkong and it would certainly be difficult to find anywhere a safer investment, though the return is not particularly handsome. The reserve fund does not consist of accumulated earnings, but of hard cash subscribed by the shareholders by way of premium on the second issue, and the net earnings of the capital and reserve fund amount to 5.66 per cent., which admits of the payment of a dividend of 8 per cent. on the capital. The dividend is never likely to be less and shareholders hope that in time it may be much more, as a good deal of the property is undeveloped. Some information ought to be afforded, however, as to the progress of the development, and if, as Mr. Shewan suggested at yesterday's meeting, an application is to be made for legal sanction to the investment of trust funds in the Company's stock the application would have to be supported by much more detailed particulars of the business and investments than are given in the accounts presented at the meeting of the 23rd Jan.

On Sunday Mr. R. K. Leigh made a sad discovery at the Peak. In a thicket some distance below the road near Magazine Gap he saw the skeleton of a human being dressed in the uniform of the Rifle Brigade. Mr. Leigh at once gave information to the police and the remains were removed to the mortuary. There is no doubt that they were those of Private Barton, who has been missing since last June. The poor fellow was not quite right in his mind, and it was while staying at the Peak Sanatorium that he was missed. It was at first thought that he had committed suicide and various places were searched without result, and it was then surmised that he had deserted. How the unfortunate man met his death cannot, it is feared, ever be known. An inquest will of course be held.

Two Dutchmen have been sentenced at Saigon, the one to twelve months' and the other to six months' imprisonment, for attempting to induce soldiers of the Foreign Legion to desert. The colonial army in Java, the *Courrier de Saigon* says, is composed of mercenaries recruited locally or abroad, and travellers are engaged to hunt up recruits in the neighbouring colonies. Two men named Geyer and Dubry were, it is alleged, exercising this calling at Saigon and endeavouring to corrupt the soldiers of the Foreign Legion, and they have been sentenced as above stated. Our contemporary, having given the facts, goes on to rail at the Hongkong and Singapore journals, evidently with reference to the case (although it is not specifically mentioned) of Captain Ballentyne, of the steamer *Flintshire*, who, it will be remembered, has been imprisoned on a similar charge because two men whom he possibly did not know to be deserters engaged passages on his vessel. "A contemptible outrage, indeed," exclaims the *Courrier*, quoting in English a phrase which seems to have rankled, and it goes on to ask if it is a crime on the part of the French Government to prevent desertion. Our contemporary misses the point, as excitable people are apt to do. If Captain Ballentyne were guilty of inducing soldiers to desert he would be justly punished, but to convict him merely because the deserters applied for a passage on board his ship, he not knowing that they were deserters, seems to be correctly described as "a contemptible outrage." We notice that our contemporary has published no report of the trial. It would perhaps be unfair to accuse it of having suppressed the report, for it is not in the habit of giving reports of law cases unless they arise out of personal polemics, but under the circumstances we think our contemporary has failed in its duty in not having made an effort to give some account of Captain Ballentyne's trial. No one disputes the right of the French Government to punish any attempt to induce or assist desertion from the French army, but the question is whether Captain Ballentyne was guilty of any such attempt. It is no use our contemporary getting excited about the matter, because the French understand as well as the English what justice is, and according to the information available Captain Ballentyne has been unjustly convicted and punished; if the editor of the *Courrier* would give a clear statement of the grounds of the conviction it might possibly remove the suspicion under which the administration of justice at Saigon at present rests.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN-PO."]

Two fires occurred in Kweisin, the capital of Kwangsi province, last month. One broke out on the 16th ultimo in which one hundred and fifty houses were destroyed; the other on the 22nd ultimo, when fifty houses were burnt.

On the 22nd instant eleven criminals were taken from the Namhoi prison and two from the Panu prison and carried in baskets to the Tin-lsz-ma-tau for decapitation. One of the criminals was the kidnapper who fatally shot a policeman in Shaki as already reported.

Owing to the large demand for copper cash from the province of Chekiang, where one dollar can only be exchanged for 800 cash, some merchants in Canton have been briskly sending consignments of the coin to the province in question. Now in Canton one dollar can only

purchase 950 copper cash, which is the lowest point to which silver has ever fallen in Canton. The Prefect and the local Magistrates issued a joint notice the other day to prevent the exportation of cash under heavy penalty. Persons offending are to receive one hundred blows and to be banished to some place at a distance of 1,000 li.

A petty military officer arrested some robbers in the district of Sun-tak the other day and they were all sent up to Canton for trial. The brother thieves of the captives getting angry with this sought revenge. They broke into the house of the petty officer on the 16th instant with the intention to kill him, but the officer was out, and only his servant was found. The robbers therefore killed the servant and absconded with all the valuables found in the house.

The coffin of the late Provincial Treasurer has been placed in a large boat and it is said that it will not be conveyed to Tientsin till after the Chinese New Year, on account of the Tientsin river being frozen.

MISCELLANEOUS.

The steamer *Riversdale* has been sold to a Japanese firm.

"The Gondoliers" has been very successfully placed on the stage by the Shanghai Amateur Dramatic Club.

The Hangchow correspondent of a Shanghai native paper states that it is rumoured in Hangchow that some foreigners have petitioned the Hangchow authorities for permission to construct a horse road from the termination of the Japanese Settlement, Chu'ye'tune, to Shih-taptan, for convenience in travelling to the beautiful lake Sihü. It is said that the request will not be granted by the Hangchow authorities.

The *China Gazette* says:—The Shanghai Municipal Council, when the question of a paid Chairman was mooted, advertised for an assistant secretary, as our readers know, as a way out of the difficulty by deflecting a great deal of the work which now falls on the Chairman to the Secretarial Department. The salary offered was £15, 4,000 per annum and no allowances, but it is understood the post carries a strong reversionary interest to the Secretaryship of the Council. About a score of applications were received and the lucky one is Mr. J. O. P. Bland, the I G's ex-Secretary, and at present on the staff of the Customs at Shanghai. Mr. Bland is a Chinese scholar and knows French and German in addition to having earned a reputation as a writer of pretty verse under the nom de plume of "Tungchia." He has a high reputation in the Customs and ought to make a valuable assistant secretary, though it is a bit rough on the permanent staff who naturally looked for promotion.

A correspondent writing from Ichowfu, Shantung, to the *N. C. Daily News* says:—Sooner or later a port will undoubtedly be opened at some point on this coast. So far as anchorage is concerned, the fine bay of Kiaochou unquestionably offers a tempting site for a foreign port, but it would interfere more directly with the trade of Chefoo than would a more southerly point. An open port at Ngantungwei, Chingkou, or Haichou would not only attract and stimulate the trade of southern Shantung and northern Kiangsu, but would probably have an indirect result in another direction. It is well known that the unreasonable number and corrupt administration of the Hikin barriers along the Grand Canal operate disastrously upon local commerce. Strawbraid and hemp, for instance, now go north in considerable quantities from this region and northern Kiangsu to Chefoo by barrow or pack-mule, a distance of from ten to twelve hundred li, instead of going direct to Shanghai by the neighbouring canal. The merchants say that they cannot afford to pay the extortionate charges and submit to the exasperating delays incident upon a passage down the Grand Canal. The same is true of north bound trade, even to a certain extent of that in foreign goods, "transit passes" to the contrary notwithstanding. The opening of a port at some point along this coast would probably force an improvement in the above respect, thus proving a great blessing to the millions living along the canal.

COMMERCIAL.

TEA.

CANTON, 28th January.—Macao Congous.—During the past month several small settlements have taken place, amounting in all to 2,950 boxes at Tls. 11 to Tls. 26 per picul, the latest shewing a decline of Tl. 1. As, during the past week, no business has been reported the season may be said to be closed, although there are still a few small parcels in native hands, which may find buyers later on, or be carried over. For the Continent we hear of no fresh business, and for Australia and South America only a few small shipments, probably under old contracts, have gone forward. Scented Capers.—The export amounts to 5,600,000 lbs., but we hear that there are still some 2,000 boxes awaiting shipment.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	7,146,099	7,813,790
Amoy	459,419	746,309
Foochow	11,175,408	14,357,248
Shanghai and Hankow	21,111,512	21,591,490
	40,192,438	44,508,846

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy	11,834,331	17,001,979
Foochow	6,066,651	4,626,555
Shanghai	29,029,320	25,796,160
	46,930,302	47,424,694

EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai	27,210,863	22,555,223

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama	29,511,903	28,462,134
Kobe	18,434,402	16,480,773
	47,946,305	44,942,927

SILK.

CANTON, 28th January.—Tsatlees and Re-reels.—Prices of the former class are nominal. Some enquiry was made for refusals of Rereels of America, but the high prices asked on account of scarcity here have precluded business. Filatures.—The slightly improved demand for Lyons reported at the close of our last was maintained during the early part of this fortnight when the following further sales were made: Min King Lun 11/13 at \$665, Cheong Kee, Yu King Lun, Kwong Lun Fung and Wing Wo Lun 9/11 at \$652 1/2/655, Kai Sun Cheong 13/15 and Kwong Loong Cheong 9/11 at \$640, Luen Kee and Kai Lun Yuen 11/13 at \$627 1/2, Yut Cheong Wo 10/11 at \$620, Kum King Lun and Siu King Wo 10/12 at \$610, Mee King Lun 10/12 at \$580, Yee Woo Cheong 18/22 at \$540. A fair quantity of 3rd class silk was taken at \$550/555 for 11/13 and \$525/530 for 13/15. The market closes quiet and weak at subjoined quotations. For America there is next to nothing doing. About 60 bales have found buyers at \$580 for fair 2nd class 14/16 King Lun, Wa Lun Ching, etc.; third class are held for \$560/540/530 in 14/16, 14/18, 16/20, no buyers. Waste.—We have nothing of interest to report in this class, which remains fairly steady with a moderate enquiry. Stocks.—Tsatlee, 800 bales. Filatures, 5,000 bales. We append quotations in Canton, with laying down cost in London and Lyons, Exchange, 6 months' sight 2/2 1/2 and Fcs. 2.77 per dollar:—

Tsatlee	No. 1 \$490	Nominal.	= 8/10 1/2
	No. 2 \$475		
	No. 3 \$460		
	No. 4 \$440		
	No. 4 1/2 \$430		
	No. 5 \$415		= 7/6 1/2
Filature 1st class 11/13	\$665 to \$655		
1st " 13/15	\$665 to \$655		
2nd " 9/11	\$650 to \$660		
2nd " 10/12	\$640 to \$650		
2nd " 13/15	\$639 to \$640		
2nd " 10/12	\$610 to \$630		
3rd " 11/13	\$550 to \$530		
3rd " 13/15	\$550 to \$530		

Long-reels Lacklow	\$485
Satow	\$450
Suilam	\$415
Re-reels Lacklow No. 1	\$560
No. 2	\$540
No. 3	\$525
No. 4	\$510
Mahang No. 1	\$520
Punjum Books No. 3 & 4	\$84
Punjum Waste	\$75
Steam Waste Extra	\$81
No. 1	\$60
Gum Waste No. 1	\$74
No. 2	\$54
Pierced Cocoons	\$62

Grantreel.

= 1/7 1/2
= 1/5 1/2
= 1/6 1/2
= 1/2 1/2
= 1/5 1/2
= 1/1
= 1/2 1/2

Settlements for the fortnight:—

1895-96.	1894-95.
For Europe ... 700 bales.	300 bales.
For America .. 80 "	80 "
For Bombay .. 49 "	20 "
[& 15 piculs.	[& 10 piculs.

SHANGHAI, 28th January.—(From Messrs. Cronie and Burkill's circular.)—London advices up to 22nd inst. report the market quiet. Gold Kiling 8/0, Blue Elephant 10/6. Deliveries to the 22nd January, 1896, 600 bales. Raw Silk.—The business passing continues very all, but the Chinese show no disposition yet to accept prices which would bring about the execution of the small orders to hand. Tsatlees.—Only one transaction of 10 bales to report. Taysanins.—No business. Yellow Silks.—The demand continues on a fair scale chiefly for the Asiatic markets, and prices have advanced some Tls. 5 for the better grades. Arrivals, as per Customs House Returns from 16th to 22nd January, are 223 bales of White Silk, 120 bales of Yellow, and 20 bales of Wild Silk. Re-reels and Filatures.—No business. Wild Silk.—A few contracts have been made for Filature Tussah Silk both in 4 and 8 Cocoons at prices which show a rise on the last season. A small lot of ordinary Tussah Raw has changed hands at Tls. 177 1/2. Waste Silk.—No business. Pongees.—No transactions to report. Purchases include:—Tsatlees.—Yaconlay Seeling at Tls. 332 1/2. Yellow Silk.—Shantung Skeins Gold Tiger chop 2 at Tls. 280, Mienchew at Tls. 241 1/2, Meeyang at Tls. 220, Fooyung at Tls. 200. Wild Silk.—Tussah Raw at Tls. 177 1/2.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai	44,397	41,827
Canton	12,512	12,421
Yokohama	15,669	14,933
	72,578	69,181

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton	9,017	6,418
Shanghai	7,503	6,350
Yokohama	21,036	21,151
	40,591	33,919

CAMPHOR.

HONGKONG, 29th January.—Large arrivals have recently come forward and prices are declining. Quotations for Formosa are \$71.90 to \$71.50. During the past week sales have been 350 piculs.

SUGAR.

HONGKONG, 29th January.—The downward movement continues. Following are the quotations:—

Shekloong, No. 1, White...	\$7.32 to 7.35	per picul
do. " 2, White...	6.70 to 6.74	"
Shekloong, No. 1, Brown...	4.70 to 4.73	"
do. " 2, Brown...	4.58 to 4.60	"
Swatow, No. 1, White...	7.17 to 7.20	"
do. " 2, White...	6.67 to 6.70	"
do. " 1, Brown...	4.60 to 4.62	"
Swatow, No. 2, Brown...	4.52 to 4.55	"
Foochow Sugar Candy	10.86 to 10.90	"
Shekloong "	9.75 to 9.80	"

MISCELLANEOUS EXPORTS.

The American ship *Emily F. Whitney*, Hongkong to New York, 1st January, took:—8,311 packages Sundries, 1,334 rolls Matting, 116 cases Fans, and 5 cases Blackwoodware.

The American bark *Amy Turner*, Hongkong to Baltimore, 13th January, took:—13,770 rolls Matting, 400 packages Crackers, and 1,109 packages Merchandise.

The steamer *Glenfarg*, Hongkong to London, 17th January, took:—100 packages Cans, 22 bales Hemp, 19 cases Cigars, and 43 packages Merchandise; for Manchester:—150 bales Waste Silk.

The steamer *Sydney*, Hongkong to Continent, 22nd January, took:—280 bales Raw Silk, 12 bales Hair, 9 cases Silk Piece Goods, 21 cases Curios and Chinaware, 17 cases Glass Bangles, 2 cases Cocoons, 4 cases Screens, 200 boxes Tea, and 8 rolls Matting.

The P. & O. steamer *Japan*, Hongkong to London, 24th January, took:—970 packages Tea, 4,564 bales Hemp, 3 cases Cigars, 51 rolls Matting, 45 bales Cans, 25 bales Rattans, 10 cases Cigars, 30 cases Bristles, 100 cases Preserves, 60 bales Feathers, 4 cases Silk Piece Goods, 59 packages Sundries, and 710 boxes Tea (14,910 Congou); 250 packages Tea unknown; for Marseilles:—13 bales Hats and 3 cases Silk Piece Goods; for Buenos Ayres, 540 packages Tea.

OPIUM.

HONGKONG, 29th January.—Bengal.—Owing to favourable advices from India, there has been an advance in prices, New Patna being quoted at the close to \$787 1/2, Old Patna at \$800, New Benares at \$760, and Old Benares at \$767 1/2.

Malwa.—There has been very little change in quotations during the interval, latest figures being as under:—

New	\$740 with allowance to 1 1/2 catty
Old	\$750 " to 1 "
Persian.—	The market has ruled quiet throughout the period under review. Paper wrapped drug continues to be quoted at \$700 to \$765 and only at \$630 to \$670 according to quality.
Today's stocks are estimated as under:—	
New Patna	360 chests
Old Patna	1,594 "
New Benares	496 "
Old Benares	543 "
Malwa	357 "
Persian	1,471 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1896.	\$	\$	\$	\$	\$	\$
Jan. 21	770	772 1/2	750	770	740	750
Jan. 22	770	772 1/2	775	770	740	750
Jan. 23	770	772 1/2	775	770	740	750
Jan. 24	770	777 1/2	750	770	740	750
Jan. 25	772 1/2	778 1/2	750	775	740	750
Jan. 26	772 1/2	777 1/2	750	775	740	750
Jan. 27	773 1/2	772 1/2	750	775	740	750
Jan. 28	771 1/2	782 1/2	750	780	740	750
Jan. 29	787 1/2	800	760	797 1/2	740	750

COTTON.

HONGKONG, 29th January.—A fairly large business was put through during the past two weeks in Bengal, but Chinese Cotton has been somewhat neglected. Stocks: Bengal, 1,300 bales; Ningpo, 300 bales.

Bombay	\$15.00 to 18.00 p. pl.
Kurrachee	15.00 to 18.00 "
Bengal, Rangoon, and Dacca,	17.75 to 18.50 "
Shanghai and Japanese	20.00 to 24.50 "
Tungchow and Ningpo	21.20 to 21.40 "
Madras	16.00 to 18.50 "
Sales: 1,100 bales Bengal, Rangoon and Dacca, 300 bales Tungchow and Ningpo.	

RICE.

HONGKONG, 29th January.—The market is again firmer. Closing quotations are:—

Saigon, Ordinary	\$2.30 to 2.32
" Round, good quality	2.50 to 2.53
" Long	2.67 to 2.70
Siam, Field, mill cleaned, No. 2	2.50 to 2.53
" Garden, " No. 1	2.77 to 2.80
Siam, White	3.17 to 3.20
" Fine Cargo	3.32 to 3.35

COALS.

HONGKONG, 29th January.—No change. Market quiet. Quotations are:—

Cardiff	\$12.00 to —	ex ship nominal
Australian	7.50 to 8.00	ex ship, nominal
Mike Lump	\$5.69 to 5.75	ex ship, steady
Mike Small	4.85 to —	ex ship, do
Moji Lump	4.00 to 5.50	ex ship, nominal
Kebao Lump	6.00 to 7.00	ex ship, nominal
Kebao Small	4.00 to 4.50	ex ship, nominal
Hongay Lump	7.00 to —	ex ship, nominal

MISCELLANEOUS IMPORTS.

HONGKONG, 20th January.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarns.—25 bales No. 6 at \$47, 25 bales No. 8 at \$68, 875 bales No. 10 at \$72.25 to \$76, 565 bales No. 12 at \$2 to \$77, 175 bales No. 16 at \$86.50 to \$92, 375 bales No. 20 at \$85 to \$89. **White Shirtings**—500 pieces X G at \$3.60, 450 pieces Gold Tiger at \$5.80, 300 pieces Blue Lion at \$3.62, 750 pieces Gold Dragon at \$5.40, 250 pieces Gold Elephant at \$3.67, 500 pieces No. 5 at \$3.60, 250 pieces Elephant at \$3.67, 750 pieces D. 70 at \$3.50, 1,000 pieces Teen Kung at \$3.85, 300 pieces G. F. at \$7.10. **Grey Shirtings**—250 pieces 10 lbs. Horse and Gun at \$350. **T-Cloths**—250 pieces 7 lbs. Mexican Red Stag at \$2.40, 600 pieces 8 lbs. Gold Dragon at \$2.80, 300 pieces 8 lbs. Mexican Red Moon at \$2.92, 1,500 pieces 7 lbs. Mexican Silver Pagoda at \$1.88, 750 pieces Mexican Old Man at \$2.12, 2,400 pieces 8 lbs. Mexican Hunt and Stag C.C. at \$3.10, 300 pieces 8 lbs. V.V. at \$2.96, 375 pieces 8 lbs. Silver Lion No. 2 at \$1.86. **Drills**—150 pieces Old Man and Tiger at \$3.55. **Spanish Stripes**—38 pieces Dug at \$0.52, 120 pieces S and G German, assorted, at \$1.20. **Camlets**—200 pieces Fisherman, assorted, at \$19.

METALS.—Tin—100 slabs Siam at \$35.50. **Quicksilver**—200 flasks at \$118.75 to \$119.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20	\$65.00 to \$90.50
English—Nos. 16 to 24	104.00 to 108.00
„ 22 to 24	111.00 to 114.00
„ 28 to 32	115.00 to 121.00
„ 38 to 42	126.00 to 135.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.45 to 1.60
7lbs.	1.95 to 2.15
8.4 lbs.	2.30 to 3.25
9 to 10 lbs.	3.30 to 4.15
White Shirtings—54 to 56 rd.	2.35 to 2.60
58 to 60 „	2.75 to 3.35
64 to 66 „	3.45 to 3.85
Fine „	4.20 to 6.95
Book-folds.	3.20 to 5.60
Victoria Lawns—12 yards	0.67 to 1.35
T-Cloths—6lbs. (32 in.) Ord'y.	1.50 to 1.65
7lbs. (32 „)	1.87 to 2.05
6lbs. (32 „), Mexs.	1.70 to 1.85
7lbs. (32 „)	2.20 to 2.45
8 to 8 1/2 lbs. (36 in.)	2.40 to 3.15
Drills, English—10 yds, 13 1/2 to 14 lbs.	3.30 to 4.40

FANCY COTTONS

Turkey Red Shirtings—1 1/2 to 5 lbs.	1.40 to 3.00
Brocades—Dyed	3.85 to 4.70
Damasks	0.14 to 0.18
Chintzes—Assorted	0.08 to 0.12
Velvets—Black, 22 in.	0.22 to 0.30
Velveteens—18 in.	0.19 to 0.22

Handkerchiefs—Imitation Silk 0.45 to 0.90

WOOLLENS

	per yard
Spanish Stripes—Sundry chops.	0.60 to 0.95
German	1.00 to 1.15
Habit, Med., and Broad Cloths.	1.25 to 2.70
	per piece
Long Ells—Scarlet	6.70 to 8.00
Assorted	6.80 to 8.10
Camlets—Assorted	15.00 to 31.00
Lastings—30 yds., 31 inches, Assorted	14.00 to 22.00
Orleans—Plain	3.80 to 5.10
	per pair
Blankets—8 to 12 lbs.	4.70 to 9.50

METALS

	per picul
Iron—Nail Rod	2.95 to 3.00
Square, Flat Round Bar	2.95 to 3.00
Swedish Bar	4.80 to —
Small Round Rod	3.45 to —
Hoop	4.45 to —
Old Wire Rope	3.00 to —
Lead	7.00 to 7.05
	per case
Yellow Metal—Muntz 14/28 oz.	26.00 to —
Vivian's 16/32 oz.	25.00 to 26.25
Elliott's 16/28 oz.	21.50 to —
Japan Copper, Slabs	24.00 to —
Tiles	24.00 to —
Tin	34.05 to —
	per box
Tin-Plates	5.40 to —
	per cwt. case
Steel	5.50 to —

SUNDRIES

Quicksilver	118.50 to 119.00
Window Glass	3.45 to —
Kerosene Oil	2.35 to —

SHANGHAI, 23th January.—(From Mr. Geo. W. Noel's report.)—Exchange has steadied down again, the Banks showing more willingness to enter into forward transactions, which has enabled some orders to go through, but for immediate clearance business is becoming more and more circumscribed as the New Year approaches, indeed some of the leading dealers have already left for their homes in the country. This stoppage of trade applies much more generally to the inland markets than to this, where the natives come more easily in contact with foreigners, consequently orders are coming in slowly and deliveries are being curtailed. The dealers remaining here, however, are ready enough to book for clearance the end of next month at about current rates, and most of the transactions reported are apparently on those terms, but as a rule importers are more inclined to give a slight concession in the price for prompt payment rather than take the risk of holding. It is not without some reason that this feeling of caution is arising, for very few are in a position to know what is coming forward in execution of orders, and the latest advice from Manchester of the enormous shipments, so far this month, are not at all reassuring. The current business has been chiefly in odds and ends of various descriptions of goods, no lines of any prominence being reported this week. Auction prices have ruled steady, although the prompts have not yet been extended, but probably will be next week.

Metals and Miscellaneous.—(From Mr. Alex. Biehoff's report.)—24th January:—Mainly owing to the nearing approach of Chinese New Year the week has passed quietly and the next three weeks promise to be duller still. Deliveries for this season are good, and although as usual just before native New Year prices for many lines in stock are locally quoted below cost, the prevailing tone is hopeful. Lead.—200 tons of L. B. Lead have been sold at 11s. 5.25 to 5.30, "to arrive." Enthalen is quoted at about the same price. Nailrods.—200 tons "Goffin," spot cargo, have been sold at 107/- c.i.f., and another 200 tons March arrival at 107/6. 500 tons of the same brand, I hear, were contracted for at 118/- about two weeks ago. Of Sohler's Exp. no further sales have been reported since my last. Foreign holders are asking 11s. 2.40 for stocks of this brand. Markets are reported as quoting higher prices and the home market is quoted as prices with an advancing tendency at 11s. 2.42 for Sohler Exp. and 11s. 4.45 for "Goffin." Galvanised Iron.—A fair demand for this is reported at 11s. 6.60 for 28 Gauge Corrugated. Tinplates.—A little business has again been done at 11s. 4.02 1/2 ex godown for 10 lbs. net. Copper Sheathing and Yellow Metal Sheathing.—Quotations here are 11s. 23.50 to 11s. 24.00 for Copper and 11s. 20 for Yellow Metal Sheathing 14.32 oz., but dealers are not buyers at these rates. A contract has been booked for 130 cases Yellow Metal Sheathing at 11s. 19 and 40 cases Copper Sheathing at 11s. 23.50, "to arrive." Zinc could be done at 11s. 8.40 for usual assortment. No sales. Bright Iron Wire.—A drop in this has taken place and importers are offering to book at 11s. 5.20 to 11s. 2.25, Nos. 11/25. Scrap Material.—Values here are below present costs, but forward business is being done at full values, showing that stocks are at a discount owing to the absence of immediate demand. Advice from the North encourage hopes of brisk trade in the spring. Sales reported are:—150 tons Liverpool Shoes, large 82/6 c.i.f.; 200 tons ditto, 80/- c.i.f.; 300/400 tons London Shoes 77/- c.i.f.; 100 tons Steel Plate Cuttings, 1 to 1 1/2 by 1 1/2, 87/6 c.i.f.; 190 tons Steel Plate Cuttings, private terms; 50 tons Old Telegraph Wire 78/- c.i.f.; 100 tons Old Boiler Plates 78/- c.i.f.; 50 tons Old Boiler Tubes 61/- c.i.f.; 100 tons Old Cart Tyres 82/6 c.i.f.

WEDNESDAY, 29th January.
CLOSING QUOTATIONS.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/1 1/2
Bank Bills, on demand	2/1 1/2
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/1 1/2
Credits, at 4 months' sight	2/2 1/2
Documentary Bills, 4 months' sight	2/2 1/2

ON PARIS.—	
Bank Bills, on demand	2.70
Credits, at 4 months' sight	2.75
ON GERMANY.—	
On demand	2.19
ON NEW YORK.—	
Bank Bills, on demand	—
Credits, 60 days' sight	—
ON BOMBAY.—	
Telegraphic Transfer	183 1/2
Bank, on demand	183 1/2
ON CALCUTTA.—	
Telegraphic Transfer	183 1/2
Bank, on demand	183 1/2
ON SHANGHAI.—	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA.—	
On demand	par.
ON MANILA.—	
On demand	7 % pm.
ON SINGAPORE.—	
On demand	par.
SOVEREIGNS, Bank's Buying Rate	9.14
GOLD LEAF, 100 fine, per tael	47.80

JOINT STOCK SHARES.

HONGKONG, 29th January.—The market has continued to rule dull and business has been restricted to various and unimportant small transactions. Rates close steady in most cases although the approaching Chinese New Year holidays continue to exercise a depressing effect.

BANKS.—Hongkong and Shanghai.—In the early part of the week sales were reported at 177 and 178 per cent. prem., and market ruled weak at those rates; later, however, on the receipt of news from London of a rise of £2 per share (making £42) the market steadied and small sales were effected at 180, more shares being wanted at time of closing. The transfer books of the Corporation close on Friday evening. Other Bank stock remains unchanged with no business.

MARINE INSURANCES.—Have ruled dull with sellers; a small sale of Yangtszes at \$121 and some Straits at \$25 constitute the only business reported during the week.

FIRE INSURANCES.—Hongkongs have continued steady with small sales at \$287 1/2 and more shares are wanted at the rate without bringing out sellers; at \$290, however, a few are obtainable. Chinas have ruled weak with sellers and no sales at \$91. It is reported that the Company will pay a dividend of \$1 per share as a final for 1894 and \$3 per share on account of 1895. The report is founded on good grounds.

SHIPPING.—Hongkong, Canton and Macao.—A fair business has been put through at \$36 1/2 and some small transactions at \$36 1/2; at latter rate shares are still obtainable. China-Macailas have changed hands at \$70, sellers ruling the market at time of closing. Douglas's have been negotiated at \$50 1/2 and \$50, closing with buyers at former rate. Indo-Chinas are on offer at \$57.

REFINERIES.—Totally neglected, rates nominal.

MINING.—Punjoms after further sales at \$4.75 gradually close to \$5.25, at which latter rate shares are wanted. Preferences are also in request at \$1.70. The rise is attributable to rumours of a good crashing for the current month. Raubs have found further buyers at \$4 and \$4.10 and close in request at former rate. Jebeus have changed hands at \$2.75 and are still wanted. Charbonnages have ruled neglected with no sales.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have failed to maintain their position, notwithstanding most favourable prospects for the current half-year. Sellers after vainly offering to part at 149 per cent. prem. have accepted 148, at which a limited number only have changed hands. On time a fair number have been negotiated at 154 for March, 156 for April, and at private rates for July and August. Market closes steady at 148 per cent. prem. Kowloon Wharfs have continued dull at \$47 1/2 with no sales. Wanchai Godowns remain at \$42, notwithstanding the fact that the Company will shortly pay 8 per cent. dividend and and carry forward a good amount to this year's working account. The Company appears

to be doing a good and steady business and to merit the attention of investors.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have found investing buyers at \$67½ and \$68 ex div. and close steady at latter rate. Hotels after further small sales at \$19 have advanced to \$20½ and close firm with buyers at that rate. West Points have continued on offer at \$19 without leading to business; the Company has, subject to audit and the confirmation of shareholders, declared a dividend of 60 cents per share for 1895.

MISCELLANEOUS.—Watsons have continued dull at \$11.50 with no sales to report. Electrics are enquired for at \$6.15, but we hear of no sales or sellers. Ices have changed hands at \$101 and \$102, and Fenwicks at \$204. We delete the Hongkong Brick and Cement Company from our list, it having been merged into the Green Island Cement Company and being now in liquidation.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	180 p. ct. prem. = nominal
China & Japan, pref.	...	nominal
Do. ordinary	£1 10s.	nominal
Do. deferred	£1	£2, buyers
Natl. Bank of China
B. Shares	£8	\$27, sellers
Foun. Shares	£1	\$105, sellers
Bell's Asbestos E. A.	15s.	\$10, sellers
Brown & Co., H. G.	\$50	\$5, sellers
Campbell, Moore & Co.	\$10	\$3, buyers
Carmichael & Co.	\$20	\$10, sellers
China Sugar	\$100	\$111
Chinese Loan '86 E.	Tls. 250	10 p. ct. prem.
Dakin, Cruickshank & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$9
Fenwick & Co., Geo.	\$25	\$20½, sales
Green Island Cement	\$10	\$14, sellers
H. & C. Bakery	\$50	\$36
Hongkong & C. Gas	£10	\$100, buyers
Hongkong Electric	£8	\$6.75
H. H. L. Tramways	\$100	\$84, sellers
Hongkong Hotel	\$50	\$20½, sales & buyers
Hongkong Ice	\$25	\$102, sales
H. & K. Wharf & G.	\$50	\$47½, sellers
Hongkong Rope	\$50	\$150, sellers
H. & W. Dock	\$125	143 p. c. prem. = nominal
Insurances—		
Canton	\$50	\$190, sellers
China Fire	\$50	\$91, sellers
China Traders'	\$25	\$74, sellers
Hongkong Fire	\$50	\$287½, buyers
North-China	£25	Tls. 220
Straits	\$20	\$25, sales & sellers
Union	\$25	\$95, sellers
Yangtze	\$60	\$121, buyers
Land and Building—		
H. Land Investment	\$50	\$68, ex div., sales
Humphreys Estate	\$10	\$94, sellers
Kowloon Land & B.	\$40	\$16
West Point Building	\$40	\$19
Luzon Sugar	\$100	\$59, sellers
Mining—		
Charbonnages	Fcs. 500	\$72½
Jebeu	\$5	\$2.75, sales & buyers
New Balmoral	£3	\$1.60
Punjom	\$4	\$5.25, sales
Do. (Preference)	\$1	\$1.70, buyers
Raults	13s. 10d.	\$4.10, sales
Steamship Coys.—		
China and Manila	\$50	\$72, sales & sellers
China Shippers	£5	£2.10
Douglas S. S. Co.	\$50	\$50½, sales & buyer
H. Canton and M.	\$20	\$36½, sales & sellers
Indo-China S. N.	£10	\$57, sellers
Wanchai Warehouse Co.	\$37½	\$42, sellers
Watson & Co., A. S.	\$10	\$11½, sellers

CHATER & VERNON, Share Brokers.

SHANGHAI, 24th January.—(From Messrs. J. P. Bisset & Co.'s report.)—Banks.—Hongkong and Shanghai Banking Corporation.—Shares were sold at 180 per cent. premium (\$350), and from Hongkong at the equivalent of 179 per cent. premium (\$348.75), which we quote the closing rate. Shares are offering in Hongkong at 180 per cent. premium. Shipping.—Indo-China S.N. shares have changed hands at Tls. 42½ for cash and Tls. 42½ for 31st current. There are sellers at Tls. 42½. Hongkong, Canton, and Macao Steamboat shares were purchased from Hongkong at \$38 for delivery on 31st May. There are sellers in Hongkong at \$38 cash. Docks.—Shares in S. C. Farnham & Co. have been placed at Tls. 183. In Hongkong cash sales of Hongkong and Whampoa Docks shares have been made at 149 per cent. premium. Marine Insurance.—Business has been done in China Traders shares at \$73, in North-Chinas at Tls. 230 for delivery on the 31st

March, in Yangtses at \$120 and \$121, and in Straits at \$25½. North-Chinas are offering at Tls. 225 cash, Unions in Hongkong at \$195, Yangtses at \$212, Cantons in Hongkong at \$190, and Straits at \$25½. Fire Insurance.—Hongkong are unchanged at \$282½. Shares are wanted in Hongkong at that price. Chinas have been placed at \$91. There are sellers at the same rate. Wharves.—Shanghai and Hongkew Wharf shares are wanted at Tls. 102½, but are held for higher rates. Hongkong and Kowloon Wharf shares are offering in Hongkong at \$184. Mining.—A sale of Raub Australian Gold Mining shares to Hongkong at \$3.75 is reported. Tugs and Cargo Boats.—Shanghai Tug Boat shares were placed at Tls. 165 and Shanghai Cargo Boats at Tls. 207. Sugars.—The Perak Sugar Cultivation Co. paid a dividend of 4 per cent. for the year ending 31st October, yesterday. Business was done at Tls. 38 cash cum dividend and Tls. 37½ for delivery. We quote the shares Tls. 36 on 30th April, ex dividend. China Sugar Refining shares changed hands at \$112. Land.—Shanghai Land Investment shares were sold at Tls. 70. Hongkong Land Investment and Agency Co., Ltd.—Shares are offering in Hongkong at Tls. 70 cum dividend. Factories.—Major Bios. shares changed hands at Tls. 27. The call due on the Ewo Cotton S. & W. shares, on the 22nd, caused a desire to sell, and sales were made at Tls. 35 for shares on which Tls. 50 were paid-up, and at Tls. 60 for shares on which Tls. 75 were paid. There are buyers at these rates. International shares are wanted at Tls. 47½. Lao-kung-mow are also in demand. Miscellaneous.—Shanghai Gas shares are wanted at Tls. 232½ ex dividend and Waterworks at Tls. 185. Shanghai-Sumatras have been placed at Tls. 99 cash and Tls. 105 for delivery on 31st March. Shanghai-Langkats at Tls. 227½ to Tls. 235. Horse Bazaars at Tls. 52½, shares in J. Llewellyn & Co. at \$60, and Hall & Holtz shares at \$80. Debentures.—Shanghai Land Debentures of \$90 changed hands at Tls. 110, plus the accrued interest, and Shanghai-Sumatra \$100 Debentures at \$105 net.

Quotations are:—

Hongkong and Shanghai Banking Corporation.—\$148½.
Bank of China, Japan, and The Straits, Limited.—Nominal.
Bank of China, Japan, and The Straits, Limited, Founders.—Nominal.
National Bank of China, Ltd., A.—none.
National Bank of China, Ltd., B.—\$27½.
National Bank of China, Ltd., Founders.—\$105.
Shanghai Tugboat Co., Ltd.—Tls. 165 per share.
Indo-China Steam N. Co., Ltd.—Tls. 42½ per share.
China-Mutual Steam Nav. Co.—Tls. 50 per share.
Taku Tug & Lighter Co., Ltd.—T. Tls. 75 per share.
Hongkong, Canton and Macao Steamboat Co.—\$37 per share.
Douglas Steamship Co., Ltd.—\$51½ per share.
Boyd & Co., Ltd., Founders.—Tls. 300 per share.
Boyd & Co., Limited.—Tls. 190 per share.
S. C. Farnham & Co.—Tls. 184 per share.
Hongkong and Whampoa Dock Co., Ltd.—149 per cent. premium.
China Traders' Insurance Co., Ltd.—\$73 per sh.
North China Insurance Co., Ltd.—Tls. 225 p. sh.
Union Insurance Society of Canton, Ltd.—\$195 per share.
Yangtze Inscr. Assocn., Ltd.—\$121 per share.
Canton Insurance Office, Ltd.—\$190 per share.
Straits Insurance Co., Limited.—\$25½ per share.
Hongkong Fire Insurance Co., Ltd.—282½ per sh.
China Fire Insurance Co., Ltd.—\$91 per share.
Shanghai & Hongkew Wharf Co.—Tls. 105 per share.
Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 55 per share.
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$49½ per share.
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½ per share.
Punjom Mining Co., Ltd.—\$4.80 per share.
Punjom Mining Co., Ltd., pref. shares—\$1.50 per share.
Jebeu Mining & Trading Co., Ltd.—\$2½ per share.
Raub Australian Gold Min. Co., Ltd.—\$3½ per share.
Shanghai Cargo Boat Co.—Tls. 207½ per sh.
Co-operative Cargo Boat Co.—Tls. 185 per share.
Shanghai Gas Co.—Tls. 232½ per share.
Hongkong Electric Co., Ltd.—\$6.75 per share.
Shanghai Waterworks Co., Ltd.—Tls. 85 per share.
Perak Sugar Cultivation Co., Ltd.—Tls. 36 per share.

China Sugar Refining Co., Ltd.—\$112 per share.
Luzon Sugar Refining Co., Ltd.—\$60 per share.
Hall & Holtz, Ltd.—\$30 per share.
Shanghai Land Investment Co., Ltd.—Tls. 70 per share.
Hongkong Land Invest. & A. Co., Ltd.—\$70 per share.
Kowloon Land & Building Co., Ltd.—\$17½.
J. Llewellyn & Co., Limited.—\$60 per share.
Shanghai Horse Bazaar Co., Ltd.—Tls. 52½ per share.
Major Brothers, Limited.—Tls. 27 per share.
Shanghai Sumatra Tobacco Co.—Tls. 99 per sh.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 225 per share.
Shanghai Langkat Tobacco Co., Ltd., Founder's—Nominal.
Shanghai Ice Company.—Tls. 130 per share.
A. S. Watson Co., Limited.—\$13 per share.
Bell's Asbestos Eastern Agency, Ltd.—£1.
Bell's Asbestos Eastern Agency, Ltd.—\$9 50.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 40.
International Cotton Man. Co., Ltd.—Tls. 47½.
Lao-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 47½.
China Merchants' Steam Navigation Company Debentures.—Nominal.
Lye-nan Theatre Debentures.—Tls. 15.
Chinese Imp. Gov. Loan, 1886, E.—Tls. 15.
Shanghai Municipal Debentures.—Nominal.
Shanghai Land Investment Company Debentures.—Tls. 275 (a).
Shanghai Land Investment Company Debentures.—Tls. 110 (a).

(a) Exclusive of accrued interest.

TONNAGE.

HONGKONG, 29th January.—Since last report there has been but a moderate demand for steam tonnage, principally from the southern rice ports. From Saigon the rate remains as previously reported, viz., 9½ cents per picul for a number of trips beginning after the native new year (13th February). 12 cents per picul is all that is being offered. From Bangkok to Hongkong the rate is 11 cents outside and 16 cents per picul inside the bar, without demand. Japan coal freights remain at \$1.20 for Hongkong and \$1.55 for Singapore. There are 2 vessels disengaged in port, registering 1,369 tons. The following are the settlements:—
Berlin—American ship, 1,552 tons, Amoy to New York, private terms.
Highland Forest—British barque, 995 tons, hence to Callao, private terms.
Mascotte—British steamer, 2,018 tons, three ports Java to Hongkong, 17 cents per picul.
Bendler—British steamer, 1,959 tons, Moji to Hongkong, \$1.20 per ton.
Sabine Rickmers—German steamer, 690 tons, Moji to Canton, \$1.70 per ton.
Prosper—Norwegian steamer, 787 tons, Moji to Canton, \$1.50 per ton.
Chilli—British steamer, 1,158 tons, Karatsu to Swatow, \$1.50 per ton.
Frogner—Norwegian steamer, 839 tons, two trips, Bangkok to Hongkong, \$3,700 each trip.
Marie Johnson—German steamer, 1,807 tons, Saigon to Hongkong, 9 cents per picul.
Taiyick—German steamer, 903 tons, Saigon to Hongkong (re-charter), 8 cents per picul.
Jacob Diedericksen—German steamer, Saigon to Hongkong (re-charter), 9 cents per picul.
Apennine—German steamer, 696 tons, Saigon to Hongkong (re-charter), 8 cents per picul.
Byglo—Norwegian steamer, 771 tons, Saigon to Hongkong, 9½ cents per picul.
Martha—German steamer, 1,560 tons, Saigon to Hongkong, 9½ cents per picul.
Inverlay—British steamer, 827 tons, Saigon to Hongkong, 9½ cents per picul.
Benedict—British steamer, 1,481 tons, Saigon to Hongkong, 9 cents per picul.
Germania—German steamer, 1,775 tons, Saigon to Hongkong, 9½ cents per picul.
China—German steamer, 1,093 tons, Saigon to Hongkong, 9½ cents per picul.
Tedart—German steamer, 1,811 tons, Saigon to Hongkong, 9 cents per picul.
Chittagong—British steamer, 1,249 tons, Saigon to Hongkong, 9½ cents per picul.

VESSELS ON THE BERTH.

For LONDON.—*Orestes* (str.), *Aden* (str.), *Kaisow* (str.), *Achilles* (str.), *Merionethshire* (str.).
For MARSEILLES.—*Dordogne* (str.), *Natal* (str.), *Glenesk* (str.).
For HAVRE.—*Dorothea Rickmers* (str.), *Thekla* (str.).
For BREMEN.—*Karlsruhe* (str.).

For SAN FRANCISCO.—*Brodick Castle*, *Belyie* (str.), *China* (str.)
 For VANCOUVER.—*Empress of India* (str.)
 For HONOLULU.—*Mount Lebanon* (str.)
 For NEW YORK.—*Lennox* (str.), *Daniel Barnes*, *Fallodon Hall* (str.)
 For AUSTRALIA.—*Chingtu* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

January—

ARRIVALS.

22. Smith, Chinese str., from Chinkiang.
 22. Taksang, British str., from Canton.
 22. Yungping, Chinese str., from Shanghai.
 22. Tailee, German str., from Deli.
 22. Narcissus, British cruiser, from Singapore.
 22. Chingwo, British str., from Kutchinotzu.
 22. Hangchow, British str., from Wuhu.
 22. Hsinfung, Chinese str., from Chinkiang.
 23. Albingia, German str., from Singapore.
 23. Canton, British str., from Canton.
 23. El Dorado, British str., from Canton.
 23. Eton, British str., from London.
 23. Namoa, British str., from Coast Ports.
 23. China, German str., from Saigon.
 23. Feiching, British str., from Canton.
 23. Keong Wai, British str., from Bangkok.
 23. Benledi, British str., from Moji.
 23. Triumph, German str., from Hoihow.
 24. Nanyang, German str., from Canton.
 24. Fallodon Hall, British str., from Moji.
 24. Wing Hong, British str., from Swatow.
 24. Phra Chom Klao, Brit. str., from Bangkok.
 24. Foochow, British str., from Shanghai.
 24. Hongkong, French str., from Haiphong.
 24. Taisang, British str., from Shanghai.
 24. Singan, British str., from Wuhu.
 24. Activ, Danish str., from Pakhoi.
 24. Amoy, German str., from Saigon.
 25. Chittagong, British str., from Saigon.
 25. Loksang, British str., from Canton.
 25. Hsinyu, Chinese str., from Canton.
 25. Lyeemoon, German str., from Shanghai.
 25. Daphne, German str., from Wuhu.
 25. Hydaspes, British str., from Bombay.
 25. Kwong Mo, British str., from Amoy.
 25. Lightning, British str., from Calcutta.
 25. Ravenha, British str., from Bombay.
 26. Irene, German cruiser, from Hainan.
 26. Ask, Danish str., from Haiphong.
 26. Bellona, German str., from Hamburg.
 26. Cosmopolit, German str., from Hoihow.
 26. Hailong, British str., from Tamsui.
 26. Independent, German str., from Saigon.
 26. Sultan, Norwegian str., from Bangkok.
 26. Yungping, Chinese str., from Canton.
 26. Yuensang, British str., from Manila.
 26. Chihli, British str., from Wuhu.
 27. Esang, British str., from Canton.
 27. Marie Jeben, German str., from Tourane.
 27. China, British str., from San Francisco.
 27. Cass, Chinese str., from Pakhoi.
 27. Smith, Chinese str., from Pakhoi.
 27. Plover, British gunboat, from Amoy.
 27. Memmuir, British str., from Kobe.
 27. Germania, German str., from Saigon.
 27. Decima, German str., from Chinkiang.
 27. Verona, British str., from Yokohama.
 27. Adowa, British str., from Saigon.
 27. Fooksang, British str., from Wuhu.
 27. Picciola, German str., from Saigon.
 28. Peshawur, British str., from Shanghai.
 28. Kansu, British str., from Chinkiang.
 28. Airlie, British str., from Sydney.
 28. Empress of India, Brit. str., from Vancouver.
 28. Thales, British str., from Taiwanfoo.
 28. Argyll, British str., from Kutchinotzu.
 28. Kwanglee, Chinese str., from Shanghai.
 28. Wing Hong, British str., from Swatow.
 29. Lyeemoon, German str., from Canton.
 29. Nagato Maru, Jap. str., from Moji.
 29. Sungkiang, British str., from Manila.
 29. Taisang, British str., from Canton.
 29. Choysang, British str., from Shanghai.
 29. Hangchow, British str., from Canton.
 29. Oceana, German str., from Hamburg.
 29. Strathdon, British str., from Otaru.
 29. Bisagno, Italian str., from Bombay.
 29. Alster, German sch., from Carolines.
 29. Olivia, Norwegian bark, from Menado.

January—

DEPARTURES.

22. Deuteros, German str., for Bangkok.
 22. Frejre, Danish str., for Hoihow.
 22. Empress of China, Brit. str., for Vancouver.

22. Haitan, British str., for Coast Ports.
 22. Sydney, French str., for Europe.
 22. Woosung, British str., for Shanghai.
 22. Bygdo, Norw. str., for Saigon.
 22. Chwnshan, British str., for Swatow.
 22. Machew, British str., for Bangkok.
 22. Rio, German str., for Amoy.
 22. Taksang, British str., for Ningpo.
 23. Ingraban, German str., for Saigon.
 23. Yungping, Chinese str., for Canton.
 23. Fuk Po, Chinese transport, for Hoihow.
 23. Emily F. Whitney, Amr. sh., for N. York.
 23. Marie Jeben, German str., for Saigon.
 23. Cass, Chinese str., for Pakhoi.
 23. Smith, Chinese str., for Pakhoi.
 23. Chelydra, British str., for Calcutta.
 23. El Dorado, British str., for Swatow.
 23. Esmeralda, British str., for Manila.
 23. Hangchow, British str., for Canton.
 23. Hiroshima Maru, Jap. str., for Kobe.
 23. Hsinfung, Chinese str., for Swatow.
 23. Oopack, British str., for Shanghai.
 23. Tigris, British str., for Swatow.
 23. Whampoa, British str., for Shanghai.
 24. Formosa, British str., for Swatow.
 24. Tacoma, British str., for Amoy, &c.
 24. Albingia, German str., for Amoy.
 24. Canton, British str., for Swatow.
 24. Evandale, British str., for K'notzu.
 24. Feiching, British str., for Shanghai.
 24. Japan, British str., for London.
 24. Loosok, British str., for Swatow.
 24. Martha, German str., for Saigon.
 24. Memnon, British str., for Kudat.
 24. Petrarch, German str., for Saigon.
 24. Whampoa, British str., for Shanghai.
 24. Wakanoura Maru, Jap. str., for Bombay.
 25. Foochow, British str., for Canton.
 25. Singan, British str., for Canton.
 25. Taisang, British str., for Canton.
 25. Strathallan, British str., for Haiphong.
 25. John Baizley, Amr. schr., for Mantong.
 25. City of Peking, Amr. str., for S. Francisco.
 25. Marie Berg, German bark, for Callao.
 25. Inverlay, British str., for Saigon.
 25. Loksang, British str., for Swatow.
 25. Tailee, German str., for Swatow.
 25. Wing Hong, British str., for Swatow.
 26. Activ, Danish str., for Hoihow.
 26. Chingwo, British str., for Hoihow.
 26. Eton, British str., for Nagasaki.
 26. Lyeemoon, German str., for Canton.
 26. Mascotte, British str., for Singapore.
 26. Ravenna, British str., for Shanghai.
 26. Rheingold, German str., for Nagasaki.
 26. Triumph, German str., for Hoihow.
 27. Chihli, British str., for Canton.
 27. Esang, British str., for Shanghai.
 27. Hongkong, French str., for Hoihow.
 27. Hsinyu, Chinese str., for Shanghai.
 27. Nanyang, German str., for Shanghai.
 28. Decima, German str., for Canton.
 28. Cass, Chinese str., for Shanghai.
 28. Hailong, British str., for Swatow.
 28. Smith, Chinese str., for Shanghai.
 28. Fooksang, British str., for Canton.
 28. Kansu, British str., for Canton.
 28. Kwanglee, Chinese str., for Canton.
 29. Phra Chom Klao, Brit. str., for Bangkok.
 29. Michael Jeben, Ger. str., for Touron.
 29. Yungping, Chinese str., for Shanghai.
 29. Fallodon Hall, British str., for New York.
 29. Hangchow, British str., for Swatow.
 29. Independent, German str., for Swatow.
 29. Taichow, British str., for Bangkok.

PASSENGER LIST.

ARRIVED.

Per *Namoa*, str., from Coast Ports.—Mr. C. H. Jones.
 Per *Keong Wai*, str., from Bangkok.—Mr. and Mrs. Cairns, Mr. Imhoff.
 Per *Taisang*, str., from Shanghai.—Mr. Travers.
 Per *Hongkong*, str., from Haiphong.—Mrs. Vander.
 Per *Lyeemoon*, str., from Shanghai.—Messrs. von Nauendorf, von Schoeler and Harke, and Capt. Rothbart.
 Per *Lightning*, str., from Calcutta, &c.—Miss Ray, Messrs. Norman, McKay, and Houghton.
 Per *Hailong*, str., from Tamsui, &c.—Mr. MacKenzie.
 Per *Ravenna*, str., for Hongkong from London.—Mr. and Mrs. Barry and child, Messrs. T. C. Hutchings and Shelton. From Bombay—Messrs. R. S. Futtikia and H. S. Kavearna.

From Singapore—Messrs. Hope-Johnstone, Kim Neo Chew, and Chew Cheong. For Shanghai from London—Messrs. Russell, Gavin, Dr. E. Paul Turner, Miss Gough. For Kobe from London—Mr. Holme. For Yokohama from Brindisi—Mr. and Mrs. Sta. Maria, and Mr. E. Fisher. From Colombo—Mr. and Mrs. Hilton, 2 Misses Hilton.

Per *China*, str., from San Francisco, &c.—Mrs. S. C. Peoples and son, Dr. Mary Bowman, Dr. Paulum, Messrs. Jephson and C. E. Freech.
 Per *Yuen Sang*, str., from Manila, &c.—Mr. and Mrs. Sinclair, and 100 Chinese.

Per *Memmuir*, str., from Kobe.—Mrs. Craig and child, Mrs. Buckhold, Mr. Martin.

Per *Verona*, str., from Yokohama for Hongkong—Mr. J. B. Akard. For Singapore—Mr. C. Youle. For Ismailia—Messrs. C. De Mansfield and J. C. Peters. For London—Mr. H. Hapgood. From Kobe for Hongkong—Messrs. Chan Yoi Cho, Ah Lun, Wong Fook Kong, and Hing Kee. For London—Mr. H. T. Taylor. From Nagasaki for Hongkong—Miss F. Buck.

Per *Peshawur*, str., from Shanghai for Hongkong—Mrs. Placé, Miss R. Placé, Messrs. D. Souther, Tong Chewan, and Nigg. For London—Mr. and Mrs. Colin M. Ford, Miss Lennox, Mr. and Mrs. Tomkinson, 2 children and infant, Miss Thirgood, and Mr. Champion.

Per *Airlie*, str., from Sydney, &c.—Misses Thoys, Tunncliffe, and Lawrence, Messrs. Thoys, Hayes and Mallock.

Per *Empress of India*, str., from Vancouver—Mr. and Mrs. R. Scott, Mrs. Kusa Sobe, Mr. and Mrs. Dangerfield, Lieut. H. Lamb, Messrs. J. G. Gibson, S. Shimizu, Andrews, F. W. Hammond, R. N., S. Komor, F. M. Stein, L. D. Stein, A. H. Rennie, T. Yatsui, C. P. Karberg, G. M. H. Playfair, and M. Stempel.

Per *Kwanglee*, str., from Shanghai—Miss Dircks, Mr. Feir.

DEPARTED.

Per *Empress of China*, str., for Shanghai—Mrs. Nolting, Messrs. H. E. McKenzie, and M. Bernheim, Lieut. H. E. Hillman. For Nagasaki—Miss E. M. Keen, Miss J. M. Freeth. For Kobe—Rev. and Mrs. W. P. Buncombe and child. For Yokohama—Mr. G. B. Dodwell. For New York—Mr. W. H. Tripp. For London—Lieut. A. C. J. Campbell, Messrs. J. A. Hicks, R. N., H. J. J. Moon, and J. Gregson. From Yokohama for Vancouver—Capt. P. G. Murray.

Per *Sydney*, str., from Hongkong for Saigon—Messrs. Dusserteur, Noortham, and Rev. Holmann. For Colombo—Misses Baugh and Henry, Mr. Scott. For Port Said—Messrs. Serge Beloty, A. Roussanoff, and Lange. For Marseilles—Messrs. John Foreman, H. Kahler, Holst, Schultz, Buchholz, Schmidt, Beck, Touriani, and Rev. Grietti. From Shanghai, &c., for Singapore—Mrs. Hupthick, Messrs. Robson, S. D. Weimberg, Cobham, and Abdool Rahim. For Colombo—Messrs. Campbell, C. Carolla. For Port Said—Mr. and Mrs. Tokmakoff, Mr. Lyons. For Marseilles—Messrs. W. Brand, C. Schultz, Wallace, Nasakato Ishiku, Schacht, Bode, Fritz Gerald, R. Pagillon, F. N., T. A. Schenne, F. N., and Col. Poiré.

Per *Oceania*, str., from Hongkong for Shanghai—Mrs. P. Olivert, Mrs. Mitchell, Mr. and Mrs. D. Allemao, Rev. Balet, Messrs. Pasquet, R. H. Wright, G. Morphew, R. Logan, Miss Anna Goldem. For Kobe—Mr. Mat Sew Pan. For Yokohama—Mrs. Warren.

Per *Esmeralda*, str., for Manila—Mr. Nils Moller.

Per *Chelydra*, str., for Penang—Mr. and Mrs. Fung Leong. For Calcutta—Rev. and Mrs. J. H. Taylor, and Mr. Tumboli.

Per *Memnon*, str., for Sandakan—Mr. T. Cowen.

Per *Japan*, str., from Hongkong for Singapore—Mr. C. J. Demie. For London—Surgeon M. J. O'Regan, R. N., Mrs. O'Regan and child, Miss Hunt, Miss Birchall and child, Mr. and Mrs. C. D. Wilkinson and child, Mr. and Mrs. Anderson, and Mr. R. H. Hill. For London from Yokohama—Mrs. Archer. From Shanghai—Miss M. E. White.

Per *City of Peking*, str., for San Francisco—Messrs. P. B. McLeod, E. Sharp, and J. Donaldson. For London—Admiral Makaroff. For Paris—Capt. Azevedo Coutinho, Lieut. Mendis Almeida.

Per *Hongkong*, str., for Haiphong—Messrs. P. Hue, P. Laise, P. Prolose, P. Bigolet, P. Martin, H. Johnston, and F. Schultz.